

***United States Court of Appeals  
for the Second Circuit***



**EXHIBITS**



76-7171

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**United States Court of Appeals**

FOR THE SECOND CIRCUIT

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SEA-LAND SERVICE, INC., *et al.*,

*Plaintiffs-Appellants,*

—against—

AETNA INSURANCE COMPANY, *et al.*

*Defendants-Appellees.*

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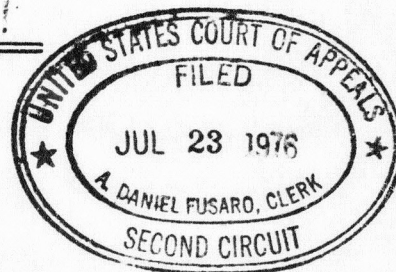
**JOINT APPENDIX**

**VOLUME II**

**EXHIBIT VOLUME**

**(Pages E-1 to E-115)**

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**Plaintiffs' Exhibits 11 to 18**

**Defendants' Exhibits A to T**

**Plaintiffs' Exhibit 1**

[CHART #2652]

(See Opposite) 


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SEE FOLDOUT NO 1

E-2

**Plaintiffs' Exhibit 1A**

[INSERT OF CHART #2652 CONTAINING SKETCH  
OF VESSEL'S POSITIONS]

(See Opposite) 

E-1

*Plaintiffs' Exhibit 1*

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SEE FOLDOUT NO 2

E-3

*Plaintiffs' Exhibit 1A*

E-4

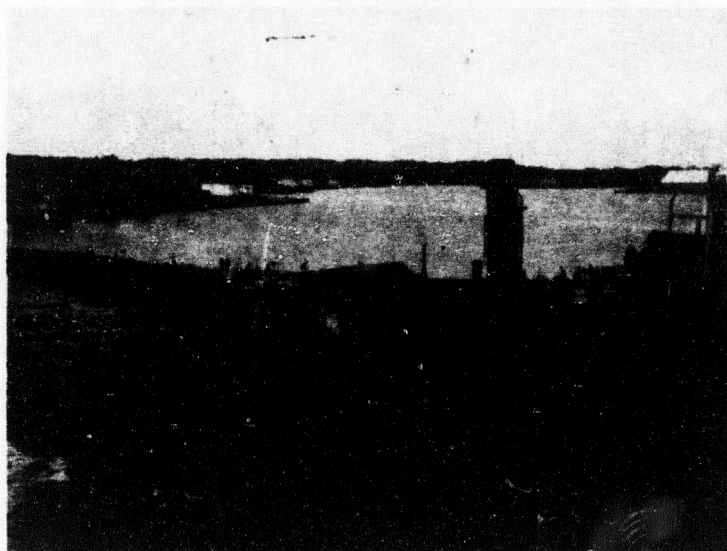
**Photographs of S.S. Beauregard**

(See Opposite) 

E-5

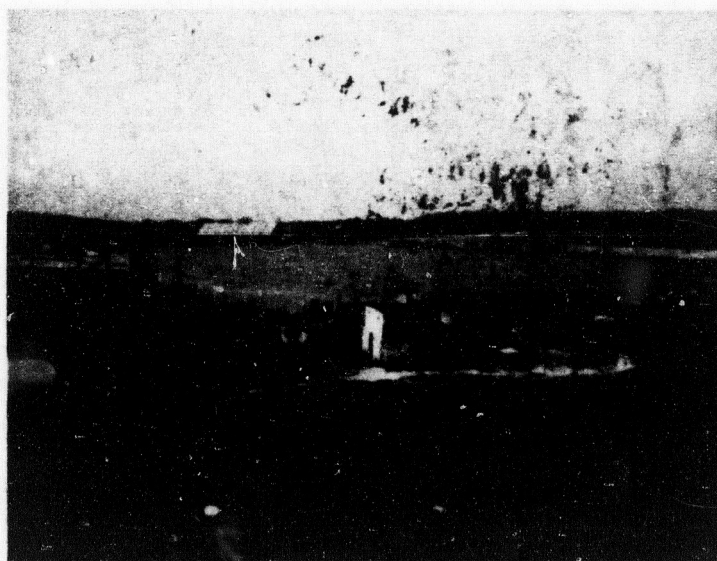
**Plaintiffs' Exhibit 2A**

[PHOTOGRAPH TAKEN FROM BEAUREGARD  
WHILE AGROUND]



**Plaintiffs' Exhibit 2B**

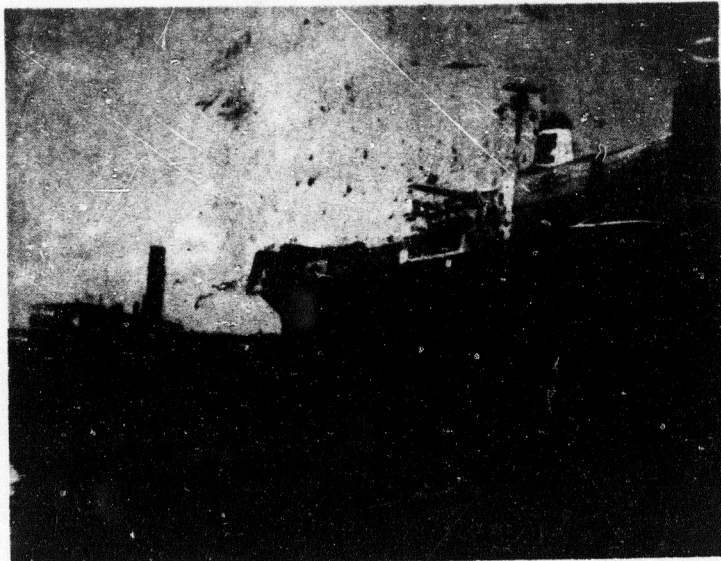
[PHOTOGRAPH TAKEN FROM BEAUREGARD  
WHILE AGROUND]



E-6

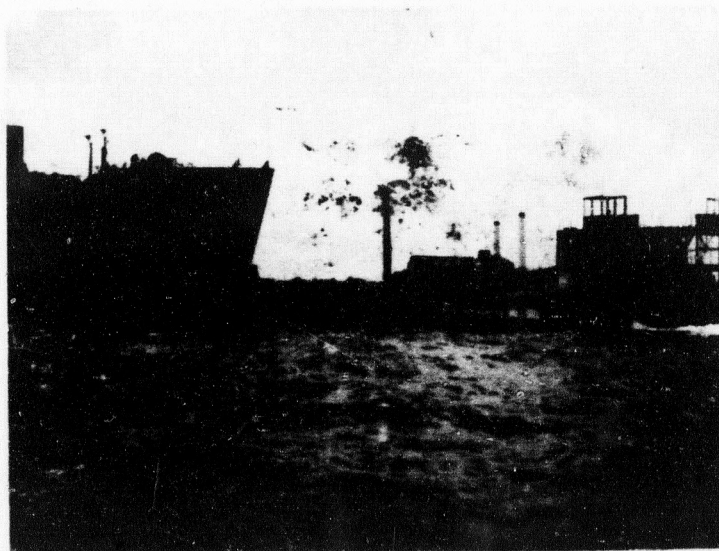
**Plaintiffs' Exhibit 2C**

[PHOTOGRAPH OF BEAUREGARD  
WHILE AGROUND]



**Plaintiffs' Exhibit 2D**

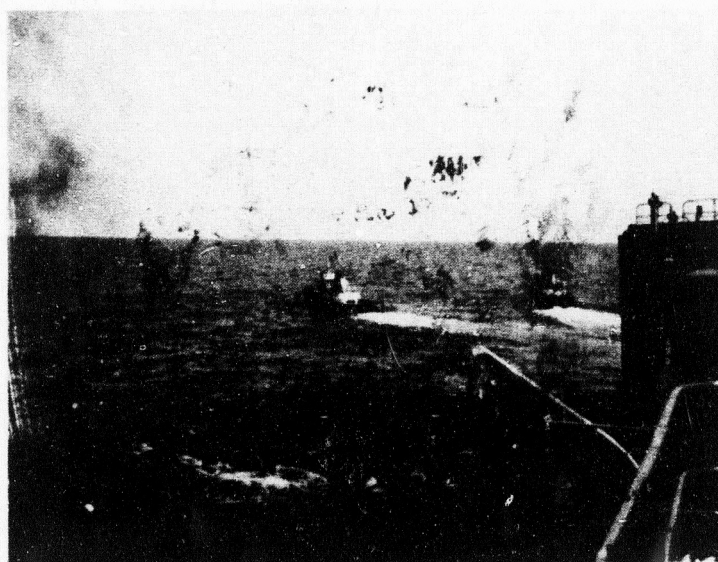
[PHOTOGRAPH OF BEAUREGARD'S BOW  
WHILE AGROUND]



E-7

**Plaintiffs' Exhibit 2E**

[PHOTOGRAPH TAKEN FROM BEAUREGARD,  
WHILE AGROUND, OF TUGBOATS]




E-8

**Plaintiffs' Exhibit 3**

[THE S.S. BEAUREGARD'S BRIDGE LOG ENTRIES  
FROM MAY 5 THROUGH MAY 8, 1967]

[LOG FOR MAY 5, 1967]

(See Opposite) 

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SEE FOLDOUT NO 3


E-9

*Plaintiffs' Exhibit 3*

E-10

*Plaintiffs' Exhibit 3*

[LOG FOR MAY 6, 1967]

(See Opposite) 

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SEE FOLDOUT NO 4


E-11

*Plaintiffs' Exhibit 3*

E-12

*Plaintiffs' Exhibit 3*

[LOG FOR MAY 7, 1967]

(See Opposite) 

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SEE FOLDOUT NO 5

E-13  
*Plaintiffs' Exhibit 3*

E-14

*Plaintiffs' Exhibit 3*

[LOG FOR MAY 8, 1967]

(See Opposite) 

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SEE FOLDOUT NO 6

E-15

*Plaintiffs' Exhibit 3*

## Plaintiffs' Exhibit 5

[THE FOLLOWING PAGES FROM THE GENERAL AVERAGE STATEMENT 5 THROUGH 13 AND PAGE 14 UP TO AND THROUGH THE WORDING "SIGNED: F.D. CROCCO, AMERICAN BUREAU OF SHIPPING SURVEY" AND PAGES 71 THROUGH 72]

- 5 -

## EXTRACT FROM DECK LOG BOOK

## COMMENCING ON APPROACH TO RIO HAINA

## ABSTRACT OF DECK LOG OF THE S.S. "BEAUREGARD", VOYAGE 319

May 5, 1967.

1600/2000 Approaching Rio Haina. 1700 S.B.E. 1716 Full Throttle. 1724 Arrival, East Breakwater 0317, 1.7 miles. 1738.5 Turning ship-heavy rain squalls. 1748 Pilot E. Torres ab'd. 1751 Second round turn taken account heavy rain at H'b'r entrance. 1802 Rain moving away from Hbr. entrance - Various bells and c/c approaching Hbr. entrance. 1811 Let go stbd. anchor - Emergency Full Astern (1½ shots in water, on pawl). Vessel failed to answer hard right wheel account strong ENE'ly wind squall. 1813 Bow aground about 15 feet from and 20 feet inshore of end of West Breakwater. Ship's head 357 T. 1823 Tug "RB 13" fast stbd. quarter attempting to pull vessel free. Pilot in contact with Harbor Master via phone. 1833 Line to tug parted. 1841 Tug refused to take another line, shifts to port quarter. 1842 Tug pushing. 1843 Tug stopped. 1848 Tug pushing. 1908 Tug Tug stopped. 1917 Tug pushing. 1925 Capt. in contact with Harbor Master via radiophone. 1940 Tug ceased pushing - moved to starboard quarter to take line to (East) B'water. Cloudy with shifting winds and heavy squalls early part of watch.

1800 Visibility: Fair/poor. Wind: Various 5-7. Barometer: 30.04.

Air Temp: 85/80

2000 Visibility: Good

Wind: ENE 5

Barometer: 30.06

Air Temp: 84/799

2000/2400 2018 Tug "RB 12" alongside P/Quarter. 2040 Tug "RB 13" got line in wheel (Tug's). Tug "RB 12" left vessel to tow tug ("RB 13") to port. 2050 Tug "RB 13" back on stbd. quarter to take line to breakwater. 2145 Tug cannot land line on breakwater. 2152 Tug "RM 17" Standing By. 2208 Tug "RM 17" fast on S/O, vessel's line. Various phone calls made by Master to Agent ashore to get tug to come alongside. Vessel had by now moved to westward, so that bow was approx. 175 feet inshore of end of West B.W. Vessel's head 015 T. 2225 Tug "RB 12" line (ship's line) on S/Q. 2320 Started discharging ballast #6 D.T. to lighten vessel, after Master had received guarantee that tugs would continue pulling on stern. 2400 Various engine movements as per bell book to try and float vessel.

2200 Visibility: Good Wind: ENE 5 Barometer: 30.05 Air Temp: 74/70

2400 " Good " ENE 5-4 " 30.05 " " 73/70

May 6, 1967.

0000/0400 0000 Aground as before off Rio Haina W. Breakwater. Two tugs fast on S/Q as before assisting vessel. Master and Pilot E. Torres on bridge. 0400 Scattered Clouds. Heavy ESE'ly swell. Vars. speeds as per bell book attempting to free vessel.

0400/0800 Vessel still aground. 0406 Fin. pumping out #6 D.T. Vessel lightened in attempt to free her by engine maneuvers unsuccessful. 0532 Tug "RB12" away (S/Q) after letting go line. 0536 Tug "HAINA" ("RM 17") S/Q let go line and departed. Both tugs had been requested not to let go lines. 0542 Both lines aboard aft. 0540 Start ballasting #6 D.T. 0653 Start run line to East Breakwater. 0702 Line on Breakwater - keeping strain on same to prevent vessel moving further ashore after tugs left. 0724 Stopped ballasting #6 D.T. 0755 Line to Breakwater slacked for traffic.

0800/1200 0820 Heave on stern line. 0835 Stop heaving stern line to let Tug "RM 17" Alongside. 0844 Resume heaving stern line. 0852 Tug "RM 17" fast S/Quarter. 0900 Bitts on Breakwater let. go. Heave in line. 0921 Heave S/Acnhor tight. 1100 Capt. Mello, Sea-land Marine

EXTRACT FROM DECK LOG BOOK (Cont'd)

Manager on board. 1114 Raise Crane Jibs, port side forw'd and aft. Various engine movements to free vessel. 1200 Tug "RM 17" continue pulling with vessel's line on S/Quarter.

1200/1600 1200 Engr. on watch given correct time. 1344 Dominican Republic Frigate #402 fast on S/Q. 1405 Frigate's towing Hawser (ship's line) parts. 1410 Frigate dismissed. Stbd. anchor hove home. 1500 Tug "HAINA" away due to engine trouble. 1535 Capt. Mello ashore. 1600 Passing rain squalls. Heavy ESE'ly swell. Vars. speeds as per bell book attempting to free vessel.

1600/2000 1605 Finish ballasting #6 D.T. 1720 H. Pierce, Port Engineer, ab'd accompanied by Mr. Ted Tanos of El Morro Marine Survey and Salvage Co. (Scuba inspection of port side 1750 - 1820). 1840 Start ballasting #1 D.T. Mod. SE'ly swells. Vessel aground awaiting arrival of tugs.

2000/2400 Finish ballasting #1 D.T. Watch maintained on bridge. Bilge soundings taken hourly. Moderate SE'ly swell. Vessel awaiting arrival of tugs. All rules and regulations for a vessel aground observed. Decks well lighted. Bearings checked. No change position.

0815, May 7, 1967 Pos. of ship by bearings: Ship's Head 015. Buoy end breakwater 093 Pt. in harbor 003. East stack 302. Shack on beach 269.

May 7, 1967.

0000/0400 0000 Aground as before off Rio Haina W. Breakwater. 0400 Scattered clouds. Short, low ESE'ly swell. Bilge soundings taken hourly.

0400/0800 Vessel remains grounded. 0600 Start pump out #1 D.T., per Port Engineer's instructions. 0730 Stopped discharge ballast from #1 D.T., as vessel commenced pounding slightly. Cloudy with low SE - SEExE'ly swell.

0800/1200 Capt. Mello, Sea-Land Marine Magr. @ 0830. H. Pierce, Port Engr., and Mr. Ted Tanos of El Morro Marine Survey ab'd @ 0810. Position bearing check - no change. 0730 to 1030 Mr. Ted Tanos made inspection stb'd side below water line. 1200 Vessel awaiting arrival tugs, occasional light pounding.

1200/1600 Mr. G. Furia, Third Asst. Engr., given correct time at 1200. 1355 Pilot E. Torres ab'd. 1425 Master, Capt. Mello, and Pilot on bridge. 1429 Tug Cabo Rojo now dragging vessel's stb'd anchor to position abeam #3 Hatch about 200 ft. out. 1438 Tug's hawser (ship's manila line) parts. 1456 Mr. L. Roberts, 3/O, now on bridge. Mr. C. Proschwitz, 3/O, now standing by on stern with Chief Mate. 1508 Tug "BORINQUEN" fast on S/Q. 1525 Tug "CABO ROJO" continues dragging out stbd. anchor. 1540 Six shots of stb'd chain out. Tug now going aft. 1540 Commence pumping out ballast #1 D.B. 1600 Cloudy. Long, mod. SE'ly swell. Bilge soundings taken hourly. Continue preparing to attempt to move vessel.

1600/2000 1605 Tug "CABO ROJO" fast S/Q. 1609 Tug "HAINA" fast S/Bow. 1610 Full astern, all tugs pulling. Various engine and rudder maneuvers per bell book attempting to free ship. 1711 Tug "HAINA" let go fwd. Periodic attempts during watch to free vessel as ballast continues to be discharged. 1754 #1 D.T. empty; start pump out #1 D. Bott Partly cloudy with low SE'ly swell at close of watch. Hourly soundings taken.

EXTRACT FROM DECK LOG BOOK (Cont'd)

2000/2400 2127 Tug "CABO ROJO" stranded towing line. 2150 Resumed pulling on S/Quarter. 2320 #1 D/B empty. Started pumping out #3 D/B. Tugs continue pulling throughout watch. Partly cloudy. Slight SE'ly swell. Occasional light pounding.

May 8, 1967.

0000/0400 0000 Aground as before off Rio Haina W. Breakwater. Tugs "CABO ROJO" and "BORINQUEN" fast on stbd. quarter. Master and Capt. Mello on bridge. 0243 - 0320 Renewed "CABO ROJO'S" towing hawser, Proschwitz, 3/0, supervised same. 0400 Cloudy. Vars. speeds as per bell book (Capt. Mello at con) attempting to free vessel. Long moderate SE'ly swell. Bilge soundings hourly.

0400/0800 Master and Capt. Mello on bridge. Various engine and rudder maneuvers attempting to free vessel per bell book. 0512 Replacing chafing gear on Tug "CABO ROJO'S" line. 0520 Line O.K. 0532 Replacing chafing gear on Tug "BORINQUEN'S" line. 0600 "BORINQUEN" resumed pulling. 0713 Tug "BORINQUEN" lets go, proceeds to Haina for engine repairs. Partly cloudy - slight sea and low SE'ly swell at close of watch.

0800/1200 0800 Capt. Mello, Sea-Land representative, left vessel. 0935 Capt. Mello and Fred Martin, Vice President Puerto Rico Lighterage Co., on board. 0945 Tug "BORINQUEN" back stand by to take Insurance Cable aft. 1013 Tug "CABO ROJO" let go line aft. 1020 Both tugs left vessel and entered port to return at 1300 today. 1200 Slight SE'ly swell. Occasional light pounding.

1200/1600 1200 Mr. G. Furia, 3rd Asst. Engr., given correct time. 1230 Master and Capt. Mello on bridge. 1249 Tug "BORINQUEN" fast on S/Q. 1302 Tug "CABO ROJO" fast on P/Q. 1305 Capt. Mello at con. Commence vars. bells attempting to free vessel. 1521 Proschwitz, 3/0, now assisting Chief Mast aft running (Ship's) Insurance Wire to Dominican Republic Frigate #452. 1600 Partly cloudy. Long Mod. SE'ly swell. Continue taking bilge soundings hourly.

1600/2000 1620 Insurance cable ab'd Frigate #452. 1626 "CABO ROJO", "BORINQUEN" and Frigate 452 pulling. 1628 Insurance wire to Frigate departed. Tugs continue pulling. 1725 Frigate 452 departs - services no longer required. 1756 Start heave anchor. "CABO ROJO" and "BORINQUEN" pulling on stbd qtr. Various engine maneuvers per bell book. 1831 Bow swinging to stbd. 1954 Tug "RB 12" fast stbd bow.

2000/2400 2040 "CABO ROJO" shifts from S/Qtr. to S/Bow. 2100 "CABO ROJO" fast S/Bow. 2108 Anchor aweigh; vessel afloat. 2108 Started ballasting various tanks. 2120 Tug "RB 12" away. 2130 Tug "BORINQUEN" away. 2140 "CABO ROJO" let go. 2150 c/c '160. 2210 Tug "CABO ROJO" alongside; port officials ashore. Vessel proceeding at course per Master to arrive at Harbor entrance at 0530 tomorrow. Slight SE'ly sea and swell. Rolling easily.

May 9, 1967.

0000/0400 0100 c/c 163 G. 170 PSC 173 WHC. 0211 Full Ahead. c/c for cross traffic. 0219 Slow Ahead as before for daylight Harbor approach. 0230 c/c 343 G. 343 PSC 346 WHC. 0400 Cloudy. Slight NNW'ly sea, short low NNW'ly swell.

0400/0800 0400 5 Mi. SexE of Haina Bikwater. Steaming on slow bell awaiting daylight to dock. 0445 Master at con. 0515 Approach Haina - bells per bell book. 0534 Enter Haina Hbr. W. Breakwater @.

EXTRACT FROM DECK LOG BOOK (Cont'd)

0535 Pilot E. Torres ab'd. 0539 Tug "RB 12" alongside S/side. 0539.5 Let go S/anchor 1 shot in hawse pipe. 0542 First line ashore. 0546 Alongside. 0551 F.W.E. Vessel secure port side to Molasses Dock. 0600 Finish doubling up lines. Cloudy. 0700 Pratique granted. 0710 Quarantine officers ashore.

0800/1200 0800 Ted Tanos with two vessel's A.B.'s started survey bottom of vessel. 0815 Started ballast #1 D/B with sea water. 0845 Started ballast #4 D/B with fresh water. 0900 First load from #5 D/C. 0940 F.B. Crocco, A.B.S. and C.L. Peterson, from Merrit, Chapman and Scott on board. 0950 Stopped working cargo until more ballast; needed to keep vessel steady. 0950 Capt. John W. Hollendoern, London Salvage, on board. 1020 Diver Tanos completed examination under water hull of vessel. 1200 Finish ballast #1 D/B; shifted to #3 F. D/B.

"0800/1100 Competent divers examined bottom plating except for numerous indents no fractures noted. Sounding from ground to present show vessel dry and no change. Skeg, rudder, stern frame found satisfactory. Propeller blades while slightly marked are satisfactory. In opinion of undersigned vessel fit to proceed on voyage and retain her class with the Bureau." (signed) "F. B. Crosso, A.B.S."

1200/1700 1400 Resumed disch. #5 D/C. 1526 Finish #5 D/C and shifted #6 and discharge. 1605 #6 D/C disch.; open up port side hatch.

1700/2000 1700 Cover 6 start O/D 1 Tier. 1725 Fin. 1/T 6 start 2/Tier. 1750 Fin. 2/Tier 6 move to 7 2/Tier. 1750 Fin. ballasting #3 A. L. D. Bottom. 1810 Fin. 7 2/Tier; all cargo ab'd. 1830 L/S fin. securing and KO. Partly cloudy at close of watch. Gangway, lights and lines inspected all in order.

2000/2400 2000 Continue ballasting for stability purposes. Routine inspections throughout vessel - all in good order. Deck and gangway well lighted.

May 10, 1967.

0000/0400 0000 Moored as before. No cargo activity, awaiting scheduled departure. 0325 Commences light rainfall. 0400 Intermittent light rainfall. Calm Hbr. - Sea.

0400/0800 0400 Taking ballast necessary for stability. 0555 Inspection party searching vessel for contraband. Search completed 0610. 0657 S.B.E. Pilot E. Torres ab'd - single up fore and aft. 0705 Tug "RB 12" (Hercules) fast S/Qtr. 0711 All clear aft. 0714 Last line gone fwd. 0716 Turning ship. 0727 Let go tug. 0730 Head fair. 0735 Pass through Breakwater. 0736 Pilot Torres away, Master at con. 0742 Departure Haina.

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• SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON

DATED NEW YORK, OCTOBER 4, 1967

SALVAGE ASSOCIATION, LONDON

New York, N.Y. 10038

Survey Report No. 2 5 3 8 7

October 4, 1967 RC

THIS IS TO CERTIFY that the undersigned Surveyor at this port did at the request of Messrs. Despard & Company Inc., 161 William Street, New York, New York, and on behalf of the Underwriters concerned, survey the S.S. "BUREGARD" 9,016 Gross Register Tons of Wilmington, Delaware for the purpose of assisting and advising in the efforts to refloat the vessel after stranding at the West Breakwater of the Port of Rio Haina Dominican Republic, Hispaniola on May 5th 1967 whilst entering the harbour with a local Pilot onboard.

For further particulars see Master's Statement and Vessel's Log-books, copies of these documents are on file in this office.

PARTICULARS OF THE VESSEL:

Owners: Messrs. Litton Industries Leasing Corp.

Operators: Messrs. Sea-Land Service Inc.

Official Number: 251508

Length: 468'8½"      Width: 72'      Depth: 40'1-7/8"

Gross Tons: 9,016      Net Tons: 5,925

Single screw contain carrier; built of steel as S.S. "AFOUNDRIA" by Gulf Ship Building Corp., Chikasaw, Alabama in 1943, converted in 1958 by Messrs. Mobile Ship Repair Inc., Mobile, Alabama.

Class: American Bureau of Shipping.

May 8th 1967 The Undersigned proceeded to Rio Haina, Dominican Republic, Hispaniola.

The following information was reported:

May 5th, 1967:

The vessel was on a partly laden voyage from San Juan, Puerto Rico, to Rio Haina, Dominican Republic, Hispaniola, Vessel's draft was: 18'3" forward and 25'5" aft.

17:24 hours - the vessel arrived near the harbour entrance Rio Raina, but the Master decided to turn around and await the pilot, due to heavy rain squalls.

17:48 hours - the pilot boarded the vessel and ordered a second round turn due to continuous heavy rainfall.

18:02 hours - As the vessel was approaching the harbour entrance, she refused to answer hard starboard wheel, due to a stong E.N.E.ly wind squall. Starboard anchor was dropped and orders for emergency full astern were given, but nevertheless, the Vessel's bow stranded on the West Breakwater at 18:13 hours. The position of the grounding was: 15 feet from the breakwater, 20 feet inshore of the head of the breakwater. Vessel's heading was: 357° true.

SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON (Cont'd)

18:23 hours - The Dominican Navy Tug "R.P. 13" arrived and connected to the starboard quarter. In combination with Vessel's engine and rudder the "R.P. 13" commenced pulling.

18:33 hours - The two-rope of the Tug "R.P. 13" parted.

18:41 hours - Tug "R.P. 13" commenced pushing to the port quarter of the Vessel, as her Master refused to reconnect to the starboard quarter.

19:40 hours - In order to run a mooring line to the breakwater, the "R.P. 13" was shifted to the starboard quarter.

20:18 hours - Second Navy Tug "R.P. 12" alongside the port quarter of the Vessel.

20:40 hours - Whilst running the mooring line to the breakwater the "R.P. 13" fouled her propeller and was helpless. The tug "R.P. 12" left from alongside in order to assist the "R.P. 13" into port. The "R.P. 12" returned at 20:50 hours and commenced to run the mooring line to the breakwater, but was unable to land the line.

21:52 hours - A third tug "R.M. 17" arrived and ready to make fast.

22:08 hours - The "R.M. 17" was connected to the starboard quarter and commenced pulling. The Vessel moved toward the West. Vessel's heading altered from 357° to 015° true and her bow was now approximately 175 feet from the head of the breakwater.

Tug "R.P. 12" connected to the starboard quarter.

Tug "R.P. 12" connected to the starboard quarter at 22:25 hours and as continuous pulling by the above two tugs was guaranteed, the Master of the Vessel decided to pump out the ballast water from deep tank No. 6 in order to lighten the Vessel.

23:20 hours - commenced pumping ballast water from No. 6 deep tank. During the above refloating attempts, the Vessel's main engine and rudder were used with intervals.

May 6th, 1967:

04:06 hours - Deep tank No. 6 empty (200 tons). In spite of the guaranteed continuous pulling, the both tugs "R.P. 12" and "R.M. 17" let go their tow lines at 05:32 hours, and proceeded to the port. Regarding the position of the Vessel, both tugs were requested not to let go. Due to the above situation, the Master decided to ballast No. 6 deep tank.

05:40 hours - Commenced ballasting No. 6 deep tank.

06:00 hours - Vessel's heading was 016° true. Soundings were taken and read as follows:

	<u>Starboard</u>	<u>Port</u>
Collision bulkhead - - - - -	18'	14'
No. 1 hold - - - - -	18'	17'
No. 2 hold - - - - -	20'	17'
No. 3 hold - - - - -	20'	16'
No. 4 hold - - - - -	20'	19'

E-22  
*Plaintiffs' Exhibit 5*

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SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON (Cont'd)

	<u>Starboard</u>	<u>Port</u>
Deckhouse, forward bulkhead- - -	25'	20'
Deckhouse, aft bulkhead- - - -	21'	20'
Between hold No. 5 and No. 6 - -	22'	21'
Between hold No. 6 and No. 7 - -	25'	21'
Poop deck bulkhead - - - - -	25'	24'
Stern		34'

It was decided to run a mooring line to the East Breakwater in order to keep the vessel in position and free of a wreck lying sunk parallel with and part on the West Breakwater near the bow of the Vessel.

07:02 hours - Mooring line to the East Breakwater connected and pulled tight.

Discontinued ballasting No. 6 deep tank at 07:24 hours.

The Tug "R.M. 17" returned at the scene at 08:35 hours and was ready to reconnect to the starboard quarter of the Vessel. At 08:52 hours the Tug "R.M. 17" reconnected and commenced pulling in conjunction with the mooring line to the East Breakwater.

09:00 hours - The bollard on the East Breakwater let go and the mooring line was hove in. Hove starboard anchor tight at 09:31 hours in order to help the Tug "R.M. 17" in her refloating efforts.

11:00 hours - Capt. Julio O. Mello, Manager of Sea-Land Service Inc. in Puerto Rico, boarded the Vessel in order to assist the Master.

At 11:14 hours the container cranes on the fore and aft deck were moved back and forward in combination with various engine manoeuvres in order to refloat the Vessel by moving weights, but all attempts were unsuccessful.

The Dominican Republic Frigate "NO. 402" was made fast by tow line to the starboard quarter of the Vessel at 13:44 hours, the tow line consisted of two new Polypropylene mooring line of the Vessel.

The above Frigate commenced pulling but parted the tow line at 14:05 hours after which the Frigate was dismissed.

Hove starboard anchor home at 14:10 hours due to continuous pulling during the refloating efforts.

The Tug "R.M. 17" had to disconnect her towline at 15:00 hours, due to engine troubles, and returned to the port. During the above refloating attempt Vessel's engine and rudder were used frequently. A heavy E.S.E.'ly swell and heavy rain squalls were adversely influencing the refloating attempts. The ballasting of No. 6 deep tank was resumed. At 16:05 hours the deep tank was full.

The Sea-Land Port Engineer H. Pierce, in company with diver Ted Tanos (El Morocco Marine Survey and Salvage Co.) boarded the Vessel at 17:20 hours, whereafter the diver commenced to inspect the port side shell and bottom plating as far as possible.

The Master decided to ballast No.1 deep tank in order to keep the Vessel in position.

Commenced ballasting of the above deep tank at 18:40 hours. Bilge soundings were taken hourly but no apparent leakage was noted.

SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON (Cont'd)

May 7th, 1967:

The vessel remained in the same position during the night hours, at 06:00 hours commenced pumping out ballast water from No. 1 deep tank in order to lighten the Vessel for further refloating efforts. As Vessel commenced pounding due to the low S.E.ly swell, the Master decided to discontinue pumping ballast from No. 1 deep tank at 07:30 hours.

At 09:10 hours the position of the Vessel was checked and no alterations noted. Vessel still pounding lightly.

Between 07:30 hours and 10:30 hours the diver examined the starboard side of the Vessel.

The Tugs "CABO ROJO" and "BORINQUEN" owned by Messrs. Puerto Rico Lighterage Company arrived near the scene. Both above tugs were offered and accepted on a daily rate.

(Adjusters' Note: It had been agreed beofre these and assisting vessels departed Puerto Rico that payment would commence at departure and continue until return to Puerto Rico.)

At 14:29 hours the tug "CABO ROJO" pulled the Vessel's starboard anchor out to a position 200 feet abeam No. 3 hatch, where the towline parted. In order to bring the above anchor further out, the "CABO ROJO" reconnected and pulled the anchor out to a length of approximately six shackles in the same direction as above. The Tug "BORINQUEN" connected her towline to the starboard quarter of the Vessel at 15:08 hours.

At 15:40 hours resumed pumping ballast from No. 1 deep tank and commenced pumping ballast water from No. 4 double bottom tank in order to lighten the Vessel sufficiently for the refloating efforts.

At 16:05 hours the Tug "CABO ROJO" made fast to the starboard quarter as the Tug "R.M. 17" connected the towline to the starboard bow of the Vessel.

Commenced pulling with above three tugs in conjunction with the Vessel's engine and rudder and starboard anchor at 16:10 hours.

17:11 hours Tug "R.M. 17" let go the towline. Ballast water was pumped continuously.

17:54 hours No. 1 deep tank empty. Commenced pumping ballast water from No. 1 double bottom tank. (permanent fresh water ballast) Swell was still low from a S.E.ly direction.

Bilge sounding showed no apparent leakages.  
The towline of Tug "CABO ROJO" stranded at 21:27 hours.

23:20 hours No. 1 double bottom tank empty and commenced pumping out No. 3 double bottom tank. Vessel was pounding slightly.

May 8th, 1967:

From 02:43 to 03:20 hours renewed the towing line of the Tug "CABO ROJO".

Deep tank No.6 was empty at 03:00 hours and commenced pumping ballast out of No. 3 forward double bottom tank. Commenced another refloating attempt at 04:00 hours. Swell was long and low from the S.E.

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*Plaintiffs' Exhibit 5*

- 13 -

SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON (Cont'd)

At 07:13 hours the Tug "BORINQUEN" had to let go the towline, due to engine repairs, and went back in port.

Capt. Fred Martin (Puerto Rico Lighterage Company) boarded the Vessel at 09:35 hours.

The Tug "BORINQUEN" returned near the Vessel at 09:45 hours and was ready to make fast to the stern.

At 1013 hours the Tug "CABO ROJO" let go and both Tugs "CABO ROJO" and "BORINQUEN" left for the port of Rio Haina.

Both above Tugs returned near the Vessel at 12:45 hours and were ready to reconnect.

The Tug "BORINQUEN" reconnected to the stern at 12:49 hours and Tug "CABO ROJO" at 13:02 hours.

Both Tugs commenced pulling in various directions in conjunction with the Vessel's main engine and rudder.

In order to lift the bow of the vessel, it was decided to ballast the after peak tank.

15:10 hours commenced ballasting the after peak tank.

Dominican Republic Navy Frigate No. 452 arrived and was ready to connect to the Vessel's insurance wire. No. 3 double bottom tank empty. After the Vessel's insurance wire was made fast on the above Frigate she commenced pulling at 16:20 hours, but at 16:28 hours the insurance wire parted. Both above Tugs continued pulling.

At 17:25 hours the Frigate No. 452 was dismissed as her services were no longer required.

Commenced pulling on the starboard anchor, in conjunction with both the above Tugs, pulling in the stern of the Vessel, and Vessel's main engine and rudder at 17:46 hours. The Vessel's bow was swinging to starboard at 18:31 hours.

Due to the above result it was decided to reconnect the Tug "R.P. 12" to the starboard bow, which was done at 19:54 hours.

The Tug "CABO ROJO" shifted to the starboard bow at 20:40 hours in order to assist the Tug "R.P. 12".

At 21:00 hours Tug "CABO ROJO" connected and commenced pulling.

At 21:08 hours starboard anchor aweigh and Vessel refloated. Ballasting of various tanks was commenced immediately after refloating in order to improve Vessel's stability.

Tug "R.P. 12" was dismissed at 21:30 hours and at 21:30 hours the Tug "BORINQUEN" let go the towline. The Master decided to wait for daylight, before entering the port of Rio Haina and at 21:40 hours the Tug "CABO ROJO" was dismissed.

May 9th, 1967:

05:15 hours the Vessel approached the port of Rio Haina and at 05:25 hours the Pilot boarded.

SURVEY REPORT BY THE SALVAGE ASSOCIATION, LONDON (Cont'd)

Assisted by Tug "R.P. 12" the vessel moored alongside the dock at 05:51 hours.

Soundings taken frequently, showed no apparent leakage. Vessel's draft in port was: 15'4" forward and 26'00" aft.

A divers examination of the bottom, propeller and rudder of the Vessel was held between 08:00 hours and 10:30 hours.

Undersigned boarded the Vessel at 10:00 hours on May 9th, 1967, in company with the American Bureau of Shipping Surveyor and the Salvage Master of Messrs. Merritt Chapman and Scott Corporation. Onboard, the Undersigned met the Owners representatives and the Representatives and the Representative of Messrs. Puerto Rico Lighterage Company.

After an inspection of the towlines, steering gear and auxiliary engines was held and the divers report was issued, the Surveyor of American Bureau of Shipping, issued the following statement, written in the Vessel's logbooks.

Competent divers examined bottom plating, except for numerous incidents no fractures noted, soundings from grounding to present show Vessel dry and no change.

Skeg, rudder, stern frame found satisfactory.

Propeller blades, while slightly nicked, are satisfactory.

In opinion of the Undersigned, Vessel fit to proceed on voyage and retain her class with the Bureau.

Signed: F. B. Crocco  
American Bureau of Shipping Surveyor

LETTER FROM GANLY-BRIGGS, INC., OWNERS' INDEPENDENT  
SURVEYOR, DATED NEW YORK, OCTOBER 9, 1968

GANLY-BRIGGS, INC.  
Marine Surveyors  
New York, N.Y. 10004

October 9th, 1968

Mr. H. L. Myerson  
Average Adjuster  
Despard & Co., Inc.  
161 William Street  
New York, N.Y. 10038

Re: SS "BEAUREGARD" V.319  
Stranding May 5, 1967  
Your file No. 3-U-28  
Sea-Land Service, Inc.

Dear Mr. Myerson:

I preface my answer to your letter of September 30, 1968, by saying that what normally would have been a moderate grounding damage up forward became a major damage over most of the bottom solely because the assisting tugs were unable to pull the vessel cleanly away from the strand. During the refloating maneuvers, and really because of them, although I do not criticize the Salvage in any way, the vessel became more firmly aground in a different position and then had to resort to a rocking motion induced by manipulating the shipboard cranes to finally come free. The vessel's movement as described by the master would clearly be traced in the damages on the bottom.

Item 97 - Propeller. There was no evidence of damage that could have been caused while going aground. Damage was caused by subsequently trying to refloat.

- Item 98 - Line Shafting.
- Item 105 - Main Thrust.
- Item 106 - Turbine and gear alignment.
- Item 107 - Main gear train.

This work was necessary solely in connection with the extensive hull work resulting from efforts to refloat. So much welding and new plating and internals had to be installed that alignment of the main unit was seriously in danger of being adversely affected. During repair the sight line maintained from the bull gear through the stern tube showed that repairs did cause misalignment. This was progressively noted and progressively corrected by repair sequence with the result that upon completion the main propulsion unit was in satisfactory alignment. Without this continual check and corrective action shaft and gear trouble would have been experienced.

Item 108 - Steering gear and rudder. This was precautionary because of the strenuous efforts made to refloat.

Item 109 - Sea valves, strainers and salt water lines. This work was made necessary because while trying to refloat sand, pebbles and shells were sucked into the system.

Item 111 - Tailshaft. The very minor surface fractures found were of a fatigue nature and because of their very small nature were considered to have just been initiated. It was considered that the vibration caused during efforts to refloat was the proximate cause.

LETTER FROM GANLY-BRIGGS, INC. (Cont'd)

In addition so much sand was sucked into the stern tube that damage was caused to the inboard bearing seal (item 110).

Item 114 - Fathometer diaphragm. This was located in a plate damaged during efforts to refloat.

Page 11-21 - Double bottom piping and internals. All damage to piping and any other internals due to going on the strand, or lying there, is set out in the survey report as an opinion following the repair cost details. The cost of material and its preparation for all internals renewed because of efforts to refloat would be approximately \$61,640.00, including piping. This cost does not include installation.

Page 22 - The cost of all new plating relating to efforts to refloat, including material cost, welding rod cost, lay out and edge preparation was approximately \$151,258.00.

American Bureau of Shipping Report BA 21781, dated March 31, 1967, describes damage that was not in an area affected by the stranding casualty.

Very truly yours,

(Signed) EDW. F. GANLY

Ganly-Briggs, Inc.

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## Plaintiffs' Exhibit 6A

[SHORT FORM BILL OF LADING]



## SEA-LAND SERVICE, INC.

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPER'S MEMORANDA - NOT PART OF BILL OF LADING)

DELIVERING CARRIER TO STEAMER <b>B&amp;O PIGGYBACK</b>	EX: LOUISVILLE, KY. ON 4/19 IN SHIPPER'S TRAILER 36101 - BOOING NO. E-1320-3	CONTAINER NO. OR CAR NUMBER-REFERENCE
FORWARDING AGENT ADDRESSES-REFERENCES <b>KARR, ELLIS &amp; CO., INC.</b>	F.M.C. LIC. NO. 230 F. R. E. E-3604	EXPORT DEC. NO.

SHORT FORM BILL OF LADING  
NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER"

SHIPPER <b>H. R. SCODRICH CHEMICAL CO., CLEVELAND, OHIO</b>	(316546-4)
CONSIGNEE: (If To Order, So Indicate)	<b>FIRST NATIONAL CITY BANK SANTO DOMINGO, DOMINICAN REPUBLIC</b>
ADDRESS ARRIVAL NOTICE TO <b>INDUSTRIA PETROQUIMICA DOMINICANA C. APARTADO 1313 SANTO DOMINGO, DOMINICAN REPUBLIC</b>	ALSO NOTIFY <b>POR A.</b>
VESSEL <b>BEAUREGARD (CAPT. BUEHM)</b>	VOYAGE NO. <b>AMERICAN</b> PIER <b>10, CANTO R.R., EALTON</b> PORT OF LOADING
PORT OF DISCHARGE (Where goods are to be delivered to consignee or on-carrier) <b>RIO HAINA</b>	FINAL PORT-DESTINATION (Of the Goods - Not the Ship)

## PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT	GROSS WEIGHT
<b>GEOM 83272 BROWN GEOM 83272 WHITE VIA RIO HAINA</b>  <b>#1/800</b>  <b>BASE: 4 x 18 x 25 (EACH)</b>		<b>"CONTAINER STORAGE"</b>  <b>800 PAPER BAGS SYNTHETIC RESIN (POLYVINYL CHLORIDE)</b>  <b>"FREIGHT PREPAID"</b>  <b>Dominican Republic</b>	<b>18.116 KILOS</b>	<b>40,600#</b>

## FREIGHT and CHARGES PAYABLE AT

RECEIVED the goods hereinafter mentioned in apparent good order and condition, unless otherwise indicated, to be transported and delivered on the shipper's bill of lading, subject to the terms appearing on the face and back hereof.

IN WITNESS WHEREOF THE CARRIER BY ITS AGENT HAS SIGNED 3 BILLS OF LADING, ALL OF THE SAME TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED, THE OTHERS TO STAND VOID.

DATED AT PORT OF LOADING SHOWN ABOVE

SEA-LAND SERVICE, INC.

BY

Agent for the Master

BILL OF LADING NO.

DATE

@	PER 2240 LBS.		
@	PER 2240 LBS.		
@	PER 2240 LBS.		
@	PER 40 CU.FT.		
@	PER 40 CU.FT.		
@	PER 40 CU.FT.		
@	PER		
@	PER		
TOTAL CHARGES <input type="checkbox"/> TO BE PREPAID <input type="checkbox"/> COLLECT			

**SEA-LAND SERVICE, INC.**

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPER'S MEMORANDA - NOT PART OF BILL OF LADING)

FORWARDING AGENT - ADDRESSES - REFERENCES

EXPORT DEC. NO.

# BILL OF LADING

NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER

SHIPPER

**CONSIGNEE:**

(If To Order,  
So Indicate

ADDRESS ARRIVAL NOTICE TO

ALSO NOTIFY

VESSEL

VOYAGE NO.

**FLAG**

PIER

PORT OF LOADING

PORT OF DISCHARGE (Where goods are to be delivered to consignee or on carrier)

FINAL PORT - DESTINATION (Of the goods - not the ship)

## PARTICULARS FURNISHED BY SHIPPER

PARTICULARS FURNISHED BY SHIPPER				
MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASURE- MENT	GROSS WEIGHT

FREIGHT and CHARGES PAYABLE AT

RECEIVED from the shipper, motor carrier or shipper's agent, the containers, goods or packages said to contain goods herein mentioned, in apparent good order and condition (except as otherwise indicated herein, and except if the goods or packages have been loaded in a container by the shipper in which case the condition, nature and description are unknown) to be transported to the port of discharge from the ship or ships, or so near thereto as the ship can get, lie and leave always in safety and afloat under all conditions of tide, water and weather, and there to be delivered to consignee or on-carrier on payment of all charges due thereon.

The receipt, custody, carriage, delivery and transshipping of the goods are subject to the terms appearing on the face and back hereof, which shall govern the relations, whatsoever they may be, between shipper, consignee and the carrier, master and ship in every contingency wheresoever and whensoever occurring and whether the carrier be acting as such or as bailee, and also in the event of, or during deviation, or of conversion of the goods. The terms hereof shall not be deemed waived by the carrier except by written waiver, signed by a duly authorized agent of the carrier.

Attention of shippers is especially directed to Secs. 235-236 U. S. Criminal Code (18 U. S. Code 383-46) Sec. 4472 U. S. Revised Statutes (46 U. S. Code 170) Sec. 16, Shipping Act, 1916 (46 U. S. Code 815) Sec. 3, subdv. 5, also Sec. 4, subdv. 5 and 6 of the Carriage of Goods by Sea Act, 1936 (46 U. S. Code 1303, Subsec. 5, 46 U. S. Code 1304, subsec. 5 and 6), which provisions of law subject shippers to substantial penalties, liabilities and disabilities for false classification, misdescription or insufficient description of goods, etc.

Where applicable, this Bill of Lading is subject to Public Law 85-610, 72 Stat. 977, approved August 28, 1958.

**FREIGHT CHARGES**

[illegible]

IN WITNESS WHEREOF, the master or agent of the said vessel has signed Bills of Lading, all of the same tenor and date, one of which being accomplished, the others to stand void.

Sealed at \_\_\_\_\_ this \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

SEA-LAND SERVICE, INC.

BY AGENT - For the Master

(TERMS OF THIS BILL OF LADING CONTINUED ON REVERSE SIDE HEREOF)

BILL OF LADING NO.

DATE \_\_\_\_\_

51 374 4/66

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**Plaintiffs' Exhibit 6B**

[LONG FORM BILL OF LADING]

## Plaintiffs' Exhibit 11

[SAILING DIRECTIONS FOR THE PORT OF RIO HAINA]

## RIO JAINA (HAINA)

Position: 18°25' N, 70°00' W.  
 Depths: Entrance, 28 to 37 feet.  
 Berths, 21 to 36 feet.  
 Tide rise: Less than 1 foot.

**7E-13** The port of Rio Jaina, the leading sugar-loading port of the Dominican Republic, lies within two breakwaters at the mouth of the Rio Jaina about 14 miles northeastward of Punta Palenque. It is important also as an ore and molasses port.

**Winds.**—The sea breeze commences about 1000. It increases to the force of a gentle breeze, and then falls away at sunset. The land breeze commences in the late evening and subsides at dawn. However, the land and sea breezes are neither certain nor regular.

**Currents.**—The falling tide combined with the normal river flow runs at about 1 knot. It was reported (1961) that, at times after heavy rainfall, the river flow increases the current 2 to 2½ knots. Current with the rising tide is imperceptible.

**Depths.**—The entrance channel has charted depths of 28 to 37 feet (1961). It was reported (1961) that a 28-foot patch lies in the center of the entrance channel eastward of the western breakwater head. It was also reported (1968) that shoaling with a depth of 19 feet lies close eastward from number three light buoy. Shoaling, with depths of 16 feet and 18 feet are located close off the western extremity of East Quay.

General depths alongside the berths range from 21 to 36 feet (1962). In 1969, it was reported that ships in length of approximately 500 feet and a draft of 28 feet could safely enter the port.

Silting within the harbor is seasonal and occurs during the rainy season, May through September.

A wreck lies stranded close westward of the outer end of the western breakwater on its southern side.

**Landmarks.**—The two chimneys of the sugar factory, located northwestward of the breakwater entrance, painted white with a black band at the top and equipped with red obstruction lights, are conspicuous. On nearer approach, the factory buildings and storehouses may be recognized.

**Harbor.**—The harbor of Rio Jaina is formed by the breakwaters that extend in a general southerly direction from each entrance point of the river mouth. In 1969, it was reported that the western breakwater was in poor condition and in the process of being repaired. It is little more than 1/4 mile in extent, and the navigable area is confined to the dredged channel and the berths. The harbor entrance is only about 150 yards wide between the breakwaters. Shoals fringing the breakwaters narrow the deep-water channel at the entrance to a width of a little less than 100 yards. A bridge crosses the river about 3/4 mile inside the entrance.

A slight swell sets into the harbor at times, but it is not sufficient to hinder cargo handling.

Vessels must turn around before going alongside the sugar berth. This is done with the help of a small tug, the vessel being turned to starboard.

The entrance channel is marked by two light buoys moored on the western side of the channel. The first light buoy is moored close off the outer end of the western breakwater. The second light buoy is moored close northward of the same point. Two buoys are moored about 800 yards northward of the same point and lies in the approach to the floating drydocks. Two beacons, painted orange, in range 343 and located on the western side of the harbor, lead between the breakwaters and through the fairway of the entrance channel.

Temporary **anchorage** may be taken eastward of the eastern breakwater, but there is no safe anchorage in or off the port of Rio Jaina. Vessels may anchor off Ciudad Trujillo, but the anchorage there is not particularly good.

**Pilots.**—Pilotage (sec. 1-29) is compulsory. Pilots board off the breakwaters and will take vessels in day or night, provided weather conditions are favorable.

7E-14 Rio Jaina is a town at the mouth of the river of that name. Rio Jaina is not an official port of entry.

The western bank of the river is fronted by a quay with about 3,630 feet of berthing space. The quay is divided into three major berths: Sugar Quay, the southern berth; North Sugar Quay, the center berth; and West Quay, the northern berth.

Sugar Quay, about 1,020 feet long with depths of 24 to 36 feet alongside, is used for loading of bulk sugar and is equipped with three pneumatic loaders with a 200 tons per hour capacity each.

North Sugar Quay, about 565 feet long with a depth of 27 feet alongside, is used for loading of bagged sugar and general cargo transfer.

West Quay, about 2,040 feet long with depths of 21 to 33 feet alongside, is used for transfer of general cargo, molasses and petroleum. The quay is equipped with molasses and petroleum pipelines.

Several tugs, a 50-ton gantry crane and three cranes of 2 1/2- to 10-ton capacity are available.

Water is laid onto the quay. Bunkers are not available. Stores and provisions may be obtained from Ciudad Trujillo.

A major ship repair and construction yard is located on the eastern side of the harbor. Shop facilities to handle machine repairs and steel work are available. There are three floating drydocks of 1,000, 3,000, and 12,000 tons capacity, respectively. The drydocks were reported in poor condition (1964), and only the 1,000 ton drydock was operational. East Quay, located on the southern side of the shipyard, has about 782 feet of usable berthage with depths of 30 feet alongside.

The face of the pier located about 400 yards northward of the western extremity of East Quay is damaged and unsuitable (1966).

The port is not connected to the Dominican railroad system. There is telegraph and international telephone service.

There are hospitals at Ciudad Trujillo.

#### COASTAL FEATURES-LANDMARKS (Continued)

7E-15 From Rio Jaina the coast trends about 8 miles east-northeastward to Ciudad Trujillo. This stretch of coast is low and rocky with a few sandy beaches. The 100-fathom curve lies a maximum of about 1 mile offshore.

Plaintiffs' Exhibit 12A

[STATEMENT OF EFIGENIO TORRES IN ENGLISH AND SPANISH]

My name is Efigenio Torres. I am 41 years old and am a Dominican citizen. I am employed by the Dominican Navy and I have been a pilot for 17 years, working in 10 different ports of the Dominican Republic.

At present I am a pilot in the port of Barahona, Dominican Republic. During the years 1962 to 1969 I was a pilot in the port of Haina, Dominican Republic.

On the 5th of May of 1967 I was pilot on board the s/s "BEAUREGARD" having come on board at 1800 hours. The weather was very bad. Visibility was poor with fog and rain. The wind and current were very strong coming from the East. I made an attempt to enter the port with the ship but I was not able to do it because of poor visibility. In the second attempt I could see the entrance of the port at the end of the breakwater but just before the ship entered between the breakwater and the entrance of the port, strong gusts and a strong current carried the ship which I was piloting against the East point of the west side of the breakwater in Haina. The wind and the sea were so strong that the ship could not respond to the hard right command of the rudder which was ordered to avoid the grounding.

The attached sketch which I have made shows the position of the ship as I remember it immediately after the grounding.

I was certain that if the ship remained in that position without requesting help, the strong winds from the East and the current which caused the ship to ground at the bow on the port side would inevitably push the ship towards the East by the stern, so that eventually she would ground on the port side on top of or near a tanker sunken against the Western breakwater, and also on the block of cement which were sunk against the breakwater in order to protect it from the seas.

A tugboat of the Dominican Navy, R.P. 13, arrived soon after the vessel's grounding. A line was passed to the tugboat from the stern on the starboard side. The tugboat began to pull the ship but the line parted before it could be freed. Due to the strong winds and the current, the R.P. 13 alone could not give more assistance to the Beauregard.

The ship was moved towards the East by the winds and the current, and finally she grounded on the rocks and blocks of cement near the partially sunken tanker. Other tugboats arrived. Some were from the Dominican Navy and others from Puerto Rico. The 8 of May of 1967 they finally succeeded in removing the Beauregard from her position on top of the blocks of cement, rocks and sunken tanker.

I have read this declaration and certify it is correct and true.

\_\_\_\_\_  
Signature

Efigenio Torres

\_\_\_\_\_  
Fausto A. Perez

Witness

3281-12

Mi nombre es Efigenio Torres. Tengo 41 años de edad y soy ciudadano dominicano. Soy expleado de la Marina de Guerra Dominicana y he sido un práctico por 17 años trabajando en 10 diferentes puertos de la República Dominicana.

En la actualidad, soy práctico en el puerto de Barahona, República Dominicana. Durante los años 1962 a 1967 fui práctico en el puerto de Naina, República Dominicana.

El día 5 de Mayo de 1967 yo estaba de práctico a bordo del S.S. "BEAUREGARD" cuando subido a bordo a las 18:00 horas. El tiempo era muy malo. La visibilidad era pobre con neblina y lluvia. El viento y la corriente eran muy fuerte viniendo del Este. Hice un intento de entrar al puerto con el barco pero no pude hacerlo debido a poca visibilidad. En el segundo intento pude ver la entrada del puerto en la punta del rompeolas pero justo antes de entrar el barco entre el rompeolas y la entrada del puerto, fuertes vientos y una fuerte corriente llevaron el barco que estaba pilotando contra la punta Este del lado Oeste del rompeolas en Naina. El viento y la marea eran tan fuertes que el vapor no pudo siquiera responder al mando fuerte del timón hacia estribor que fué mandado para evitar el encallamiento.

El boceto anexo que he hecho muestra la posición del barco tal como la recuerdo inmediatamente después del encallamiento.

Yo estaba seguro que si el barco permanecía en esa posición sin pedir ayuda, los fuertes vientos del Este y la corriente que habían hecho especular el vapor por la proa en el lado de babor, inevitablemente iban a empujar el buque más hacia el oeste con la popa, así que eventualmente encallaría por el lado babor encima o cerca de un tanquero hundido acostado contra el rompeolas Oeste, y también sobre los bloques de cemento que habían sido hundidos contra el rompeolas para evitar que fuera llevado por la marejada.

Un remolcador de la Marina de Guerra Dominicana, el R.P. 13, llegó poco después de encallar el buque. Un cabo fué dado al remolcador desde la parte de popa por el lado de estribor. El remolcador empezó a halar el barco pero el cabo se rompió antes de poder desencallar. Debido a los fuertes vientos y la corriente, el R.P. 13 solo no podía dar más ayuda al BEAUREGARD.

El barco fué movido hacia el Oeste por los vientos y la corriente, y finalmente se encalló sobre las rocas y bloques de cemento cerca del tanquero parcialmente hundido. Otros remolcadores llegaron. Algunos eran de la Marina de Guerra Dominicana y otros desde Puerto Rico. El 8 de Mayo de 1967 lograron finalmente remover el BEAUREGARD de su posición encima de los bloques de cemento, rocas y tanquero hundido.

He leído esta declaración y certifico que es correcta y verdadera.

  
EFIGENIO TORRES

FAUSTO L. PEREZ  
TESTIGO

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## Plaintiffs' Exhibit 12B

[STATEMENT OF EFIGENIO TORRES IN ENGLISH AND SPANISH]

My name is Efigenio de Jesus Torres and Mr. DeOrchis has asked me some additional questions to those put to me by Mr. Kennedy regarding the Beauregard and I wish to add to the declaration which I made to Mr. Kennedy.

1. - Although the weather on the afternoon of the 5 of May of 1967 was sufficiently bad, as I have already said before, it was not so bad that a ship could not enter the port of Haina and I have entered many ships similar to the Beauregard under equal or even worse conditions.
2. - Shortly before grounding I estimate that the speed was about four knots and when the ship did not respond to the command of full right rudder we let go the starboard anchor and ordered full astern. Nevertheless, there was not sufficient time for the ship to stop before striking the breakwater.
3. - When the ship grounded by the bow it remained fixed in that position and we did not feel that the ship was pounding on the rocks; but due to the obvious present danger, we asked tugboat R.P.-13 to assist us since it had witnessed the accident and had approached as to render assistance. We then gave it the line on the starboard side of the stern in order that it could pull us in an Easterly direction.
4. The tugboat was pulling us for about ten minutes more or less when the line parted, but shortly before the line parted we felt that the ship was moving by the stern towards the east in the direction of the tugboat, although we remained aground at the bow.

5. - When the line parted I was on the bridge with the Captain but I did not hear it break, I do not know the cause of the line parting and I did not hear any explanation or criticism about it, since in towing operations when the sea is bad lines break frequently.
6. - It is my opinion that the Captain of the Beauregard performed well in asking immediate help from R.P. 13 since if he had not done that the ship possibly could have been lost.

28/9/72

Signature  
Efigenio DeJesus Torres

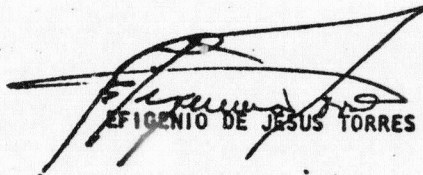
E-37

## Plaintiffs' Exhibit 12B

MI nombre es Efigenio de Jesús Torres y el Sr. De Orchis me ha formulado unas preguntas adicionales a las que me hiciera el Sr. Kennedy sobre el vapor Beauregard y yo quiero añadir algo más a la declaración que le hiciera al Sr. Kennedy.

- 1.- Aunque el tiempo en la tarde del día 5 de mayo de 1967 era bastante malo, según ya lo he dicho anteriormente, no estaba tan malo que no pudiese entrar un buque al puerto de Haina y yo he entrado muchos barcos similares al Beauregard en condiciones iguales y hasta peores.
- 2.- Poco antes de encallar estimo que la velocidad era de unos cuatro nudos y cuando el barco no respondió al mando de timon todo a estribor soltamos el ancla de estribor y le dimos al barco todo marcha atrás o full astern. Sin embargo no hubo tiempo suficiente para que el barco parara antes de chocar con el rompeolas.
- 3.- Cuando el barco encalló de proa se quedó fijo en esa posición y no sentíamos que el fondo del barco estuviese chocando con las rocas, pero debido al obvio peligro existente le pedimos al remolcador RP-13 que nos asistiera pues este había visto el accidente y se acercó para prestarnos ayuda. Entonces nosotros le dimos el cabo de estribor de popa para que nos jalara en dirección al este franco.
- 4.- El remolcador nos estuvo jalando unos diez minutos más o menos cuando en eso se partió el cabo, pero poco antes de romper el cabo sentíamos que el barco se estaba moviendo por la popa hacia el este en dirección al remolcador, aunque seguíamos todavía encallado de proa.
- 5.- Cuando el cabo se rompió yo estaba en el puente con el capitán pero no lo oí romper, desconozco la causa porque se rompiera el cabo y tampoco oí explicación o crítica sobre el particular ya que en operaciones de remolque cuando el mar está malo los cabos con frecuencia se rompen.
- 6.- Es mi opinión que el capitán del Beauregard obró bien en pedirle ayuda inmediatamente al RP-13 ya que de no haberlo hecho así el barco posiblemente se hubiera perdido.

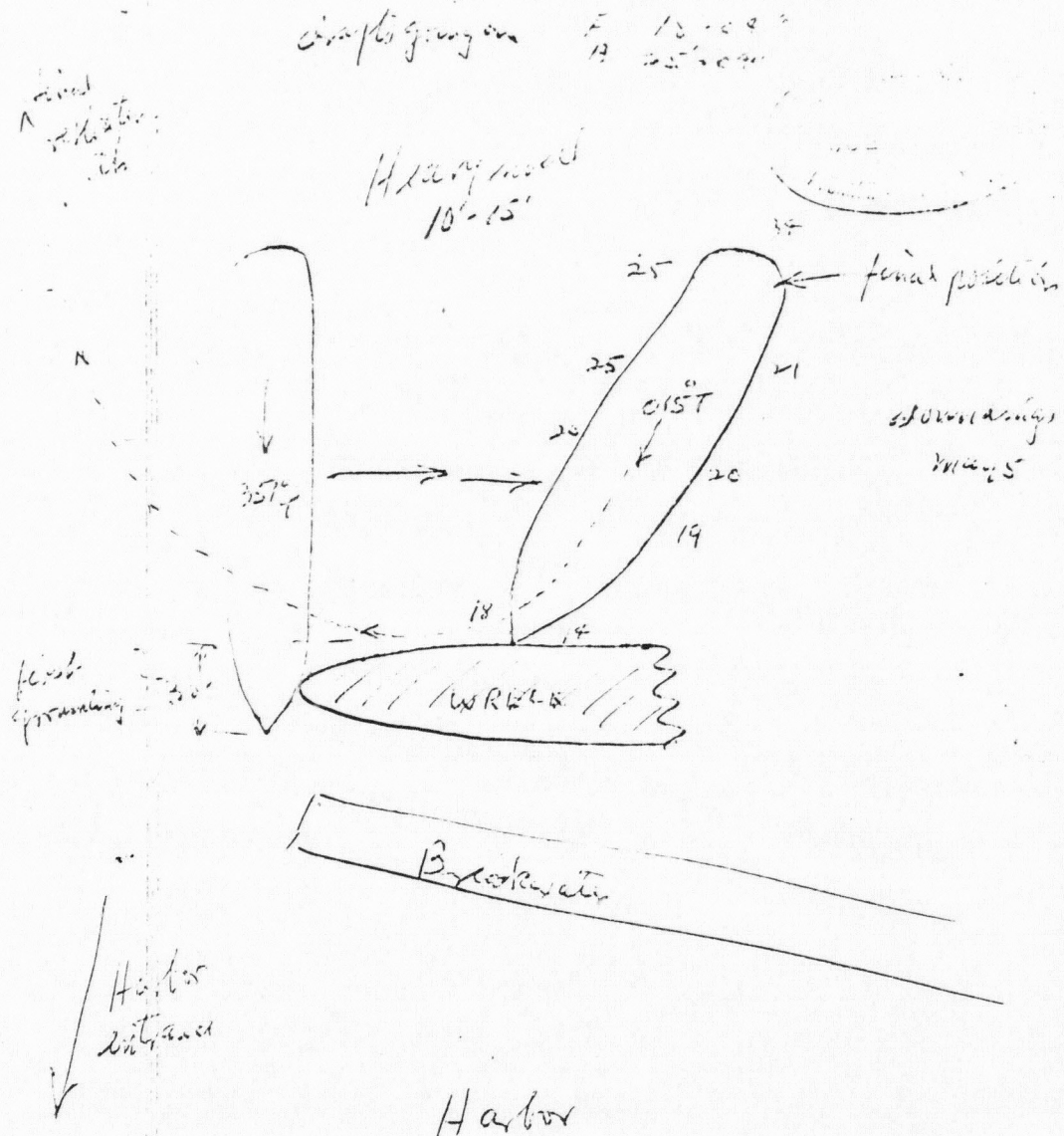
28/5/72



EFIGENIO DE JESUS TORRES

## Plaintiffs' Exhibit 13

[SKETCH OF POSITION OF VESSEL DRAWN BY MR. GANLY]



No soundings taken on first grounding - Tow broken steel grate started to back off and tow line parted backed clear but lifted ~~steel~~ further ashore in direction of arrow

For final refloating de ballasted fwd and refloated bow - then buoyed bow and tipped by bow refloating stern - (also moved vessel with cranes)

E-39

Plaintiffs' Exhibit 13A

[SMOOTH SKETCH OF VESSEL'S POSITION

DRAWN BY MR. GARLY]

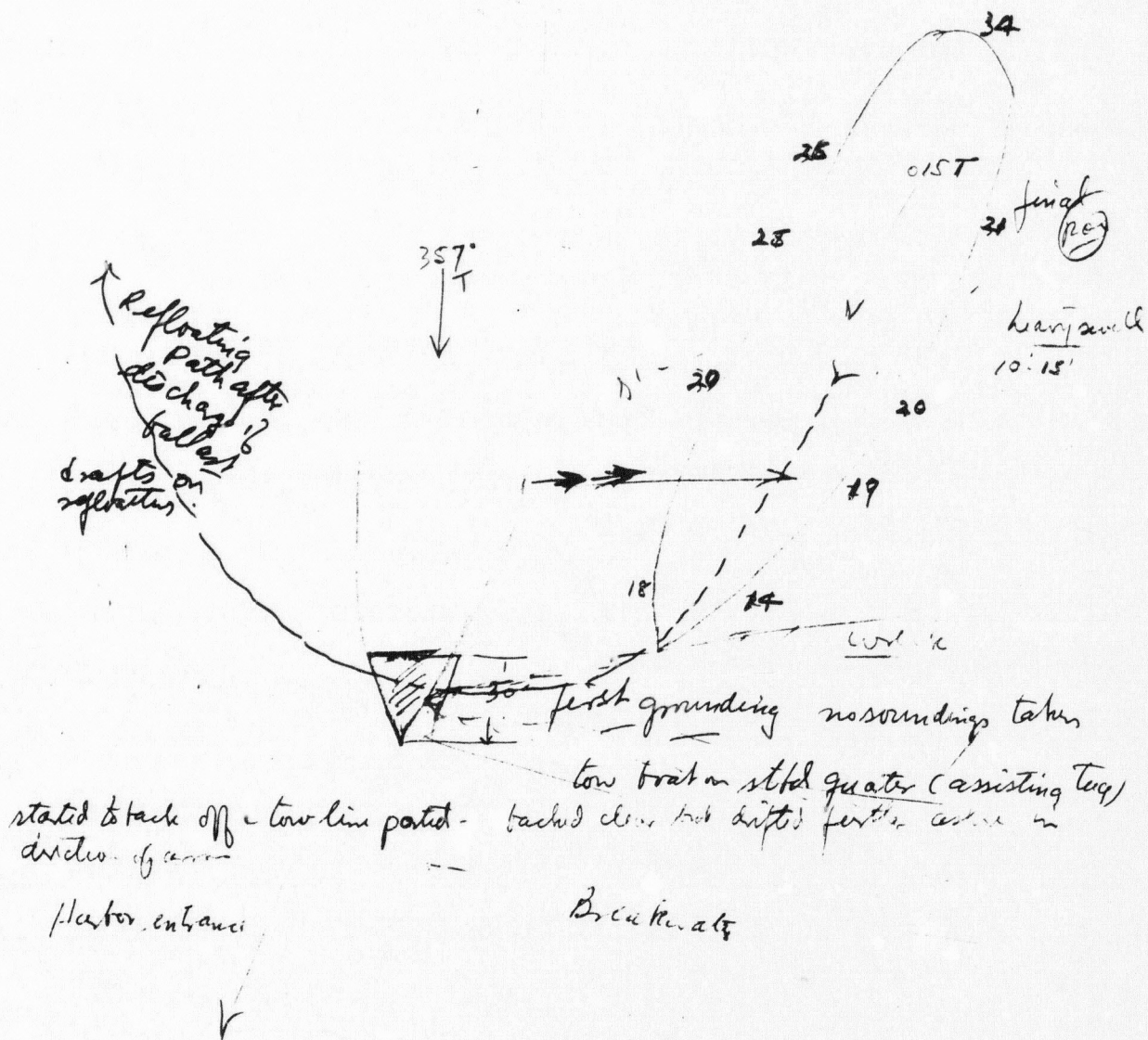
Drafts

F. 18'-4

A. 25'-04

Soundings showed may 5.

deballasted forward & refloated bow,  
then ballasted bow & topped by  
bow - for final refloating



Plaintiffs' Exhibit 14

[SURVEY REPORT OF GANLY-BRIGGS, INC.]

*Ganly-Briggs, Inc.*

MARINE SURVEYORS  
17 BATTERY PLACE  
NEW YORK, N. Y. 10004

DATE: July 28th 1967  
CASE: 1810  
REP. :

THIS IS TO CERTIFY that at the request of  
Messrs. Sea-Land Service, Inc., P.O. Box 2000, Elizabeth, N. J. 07207,  
the Undersigned attended survey on the:-

S.S. "BEAUREGARD"

251,508 Official Number, Sea-Land Service, Inc., Operators, while lying afloat and moored at Sea-Land Terminal, Port Elizabeth, N. J., and later on drydock at Bethlehem Steel Company, Shipbuilding Division, Hoboken, N. J., on May 14th 1967 and subsequently, in order to ascertain the nature and extent of damage alleged to have been sustained as a consequence of having stranded on May 5, 1967.

For further particulars,  
please refer to vessel's  
log books and reports.

It was found that the vessel had bottom damage almost from bow to stern. She had reportedly grounded at the bow end close to a stranded tanker wreck. As she lay aground in this position, her port side forward became damaged by striking against the tanker. Efforts were made to refloat by use of the vessel's engines and one assisting tug boat. These efforts were unsuccessful and resulted in the vessel being moved aft, but at the same time sideways to port for about 150 feet, in which position she was aground over the whole of the bottom. Ballasting and cargo crane maneuvers were resorted to and the vessel refloated on May 8, 1967.

When the vessel was surveyed two distinct patterns of grounding damage could be seen. At the forward end, the damage showed that vessel had grounded with forward speed, longitudinal scraping being noted as high as the 6 ft. waterline on both sides of the stem. Bottom plating involved in this damage included Keel plates Nos. 1 and 2, port A-1, A-2, A-3 and A-4, port B-4, B-5 and B-6, forward end, while on starboard side, no plates were involved. Plates damaged

E-39

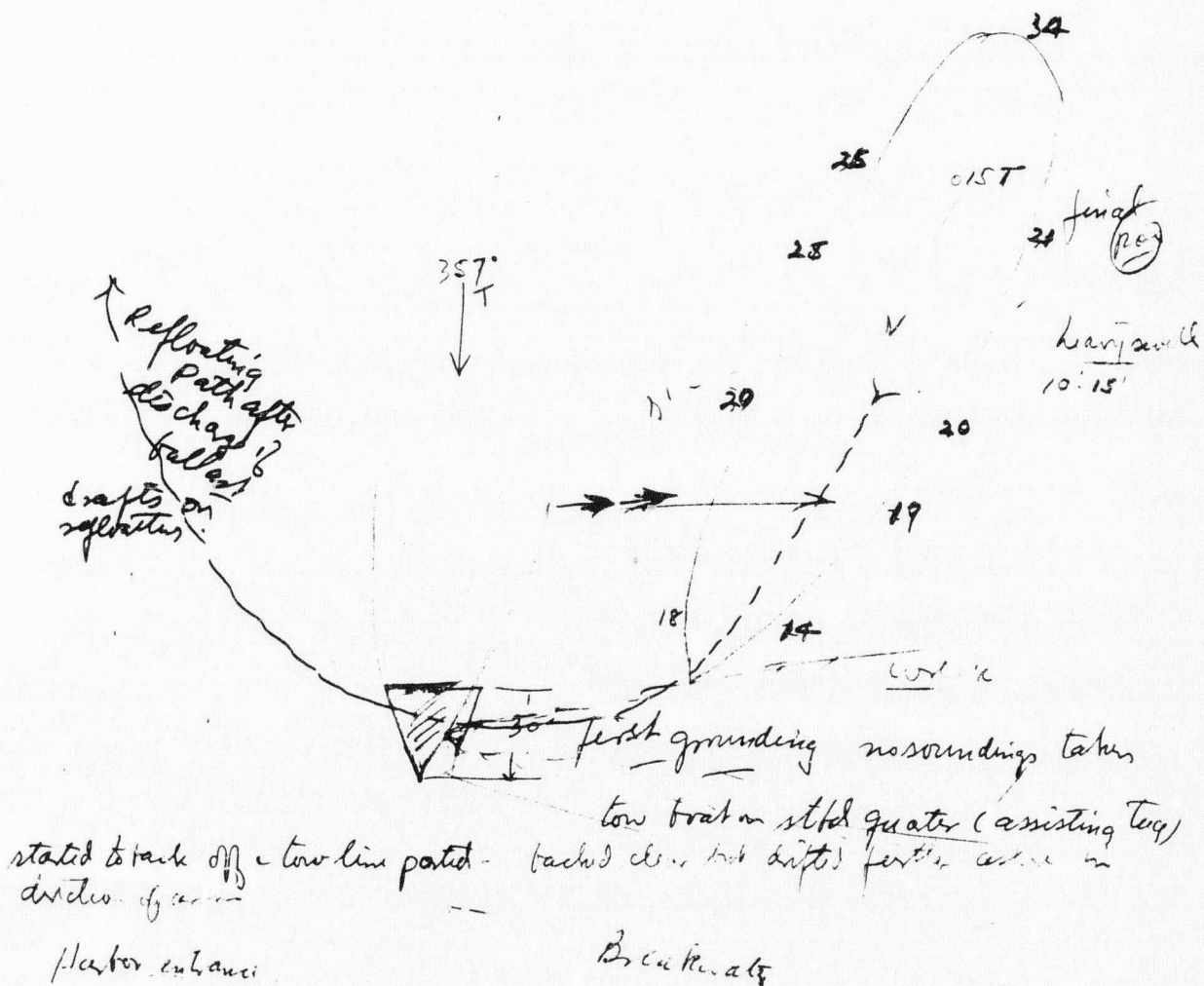
Plaintiffs' Exhibit 13A

[SMOOTH SKETCH OF VESSEL'S POSITION

DRAWN BY MR. GANLY]

Drafts  
F. 18'-4"  
A. 25'-0"  
Soundings showed May 5.

deballasted forward & refloated bow  
then ballasted bow & tipped by  
bow - for final refloating



BEAUREGARD

S.S. "BEAUREGARD" : (cont'd.)

by contact with the tanker were port side C-1, D-2, D-3, E-1, F-2 and F-3. The remainder of the bottom damage showed grinding and sideways motion to port.

Survey was drawn as follows:-

FOUND:

GROUNDING DAMAGE

1. Plate FK-1 set up at after end.
2. Plate FK-2 set up full length.  
Frames 14 ~ 26.
3. Plate FK-6 set up full length.  
Frames 57 ~ 69.
4. Plate FK-7 set up full length.  
Frames 69 ~ 78.
5. Plate FK-8 set up full length.  
Frames 78 ~ 82.
6. Plate FK-9 set up full length.  
Frames 82 ~ 88.
7. Plate FK-10 set up full length.  
Frames 88 ~ 98.
8. Plate FK-11 set up over after  
two (2) frame spaces.
9. Plate FK-12 set up full length.  
Frames 108 ~ 119.
10. Plate FK-13 set up full length.  
Frames 119 ~ 129.
11. Plate FK-14 set up full length.  
Frames 129 ~ 139.
12. Plate FK-15 set up full length.  
Frames 139 ~ 148.
13. Plate FK-16 set up full length.  
Frames 148 ~ 158.
14. Plate FK-17 set up full length.  
Frames 158 ~ 167.
15. Plate FK-18 set up in two (2)  
places.

RECOMMENDED:

1. See item 2.
2. To be renewed and extended forward one (1) frame space.  
Size 7/8" x 54" x 30'-0"
3. To be renewed.  
Size 7/8" x 54" x 30'-0"
4. To be renewed.  
Size 7/8" x 54" x 22'-6"
5. To be renewed.  
Size 7/8" x 54" x 10'-0"
6. To be renewed.  
Size 7/8" x 54" x 15'-0"
7. To be renewed.  
Size 7/8" x 54" x 25'-0"
8. To be heated and faired in place.
9. To be renewed.  
Size 7/8" x 54" x 27'-6"
10. To be renewed.  
Size 7/8" x 54" x 25'-0"
11. To be renewed.  
Size 7/8" x 54" x 25'-0"
12. To be renewed.  
Size 7/8" x 54" x 22'-6"
13. To be renewed.  
Size 7/8" x 54" x 25'-0"
14. To be renewed.  
Size 7/8" x 54" x 22'-6" - furnaced.
15. To be cropped and part renewed.  
Approx. 3' x 6' x 7/8" furnaced.

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Port Side

- |  |   |
|--|---|
| 16. Plate A-1 set up in two (2) frame spaces.                                  | 16. To be faired in place.  |
| 17. Plate A-2 set up in one (1) frame space.                                   | 17. To be faired in place.  |
| 18. Plate A-3 set up in eight (8) frame spaces - Frames 27 - 39.               | 18. To be renewed.<br>Size 3/4" x 8'-3" x 18'-0".                                     |
| 19. Plate A-4 set up full length.<br>Frames 39 - 50.                           | 19. To be renewed.<br>Size 3/4" x 8'-3" x 27'-6".                                     |
| 20. Plate A-6 set up full length.<br>Frames 60 - 70.                           | 20. To be renewed.<br>Size 3/4" x 8'-3" x 25'-0".                                     |
| 21. Plate A-7 set up full length.<br>Frames 70 - 80.                           | 21. To be renewed.<br>Size 3/4" x 8'-3" x 25'-0".                                     |
| 22. Plate A-8 set up full length.<br>Frames 80 - 90.                           | 22. To be renewed.<br>3/4" x 8'-3" x 25'-0".  |
| 23. Plate A-9 set up full length.<br>Frames 90 - 100.                          | 23. To be renewed.<br>Size 11/16" x 8'-3" x 25'-0".                                   |
| 24. Plate all set up full length.<br>Frames 111 - 122.                         | 24. To be renewed.<br>Size 11/16" x 8'-3" x 27'-6".                                   |
| 25. Plate A-12 set up full length.<br>Frames 122 - 133.                        | 25. To be renewed.<br>Size 11/16" x 8'-0" x 27'-6".                                   |
| 26. Plate A-13 set up full length.<br>Frames 133 - 144.                        | 26. To be renewed.<br>Size 11/16" x 7'-6" x 27'-6".                                   |
| 27. Plate A-14 set up full length.<br>Frames 144 - 154.                        | 27. To be renewed.<br>Size 11/16" x 6'-0" x 27'-6".                                   |
| 28. Plate A-15 set up full length.<br>Frames 154 - 161.                        | 28. To be renewed.<br>Size 11/16" x 6'-0" x 17'-6".                                   |
| 29. Plate A-16 set up full length.<br>Frames 161 - 169.                        | 29. To be renewed.<br>Size 11/16" x 5'-0" x 20'-0".                                   |
| 30. Plate B-4 slightly set up in two (2) places.                               | 30. To be faired in place.  |
| 31. Plate B-5 slightly set up in three (3) places.                             | 31. To be faired in place.  |
| 32. Plate B-6 set up heavily in two (2) places at forward end. Frames 45 - 49. | 32. To be cropped and part renewed for 10 ft. 11/16" x 7'-6" x 10'-0" at forward end. |
| 33. Plate B-8 set up full length.<br>Frames 65 - 76.                           | 33. To be renewed.<br>Size 3/4" x 8'-0" x 27'-6".                                     |

E-43  
Plaintiffs' Exhibit 14

S.S. "BEAUREGARD" ; (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Port Side : (cont'd.)

- |   |  |
|---|--|
| 34. Plate B-9 set up full length.<br>Frames 76 - 87.              | 34. To be renewed -<br>3/4" x 8'-0" x 27'-6".  |
| 35. Plate B-11 set up full length.<br>Frames 93 - 109.            | 35. To be renewed.<br>Size 11/16" x 8'-0" x 40'-0".  |
| 36. Plate B-12 set up full length.<br>Frames 109 - 120.           | 36. To be renewed.<br>Size 11/16" x 8'-0" x 27'-6".  |
| 37. Plate B-13 set up full length.<br>Frames 120 - 131.           | 37. To be renewed.<br>Size 11/16" x 7'-3" x 27'-6".  |
| 38. Plate B-14 set up full length.<br>Frames 131 - 142.           | 38. To be renewed.<br>Size 3/4" x 7'-3" x 27'-6".  |
| 39. Plate B-15 set up full length.<br>Frames 142 - 154.           | 39. To be renewed.<br>Size 11/16" x 5'-0" x 30'-0".  |
| 40. Plate B-16 set up full length.<br>Frames 154 - 163.           | 40. To be renewed.<br>Size 3/4" x 6'-0" x 22'-6".  |
| 41. Plate C-1 set up heavily at forward end - Frames 14 - 21.     | 41. To be cropped and part renewed<br>for approx. 17'-6" - 3/4" x 48" x<br>17'-6".                       |
| 42. Plate C-5 set up over three (3)<br>frame spaces at after end. | 42. To be faired in place.   |
| 43. Plate C-6 set up full length.<br>Frames 61 - 71.              | 43. To be renewed.<br>Size 3/4" x 7'-0" x 25'-0".  |
| 44. Plate C-7 set up full length.<br>Frames 71 - 82.              | 44. To be renewed.<br>Size 3/4" x 7'-3" x 27'-6".  |
| 45. Plate C-8 set up full length.<br>Frames 82 - 93.              | 45. To be renewed.<br>Size 11/16" x 7'-3" x 27'-6".  |
| 46. Plate C-9 set up over after half.<br>Frames 99 - 104.         | 46. To be cropped and after 12 ft. to be<br>renewed - 11/16" x 7'-0" x 12'-0".                           |
| 47. Plate C-10 set up full length.<br>Frames 104 - 115.           | 47. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 48. Plate C-11 set up full length.<br>Frames 115 - 125.           | 48. To be renewed.<br>Size 11/16" x 7'-0" x 25'-0".  |
| 49. Plate C-12 set up full length.<br>Frames 125 - 135.           | 49. To be renewed.<br>Size 11/16" x 7'-0" x 25'-0".  |
| 50. Plate C-13 set up at forward end.<br>Frames 135 - 139.        | 50. To be cropped and part renewed at<br>forward end for approx. 10 ft.<br>Size 11/16" x 6'-6" x 10'-0". |

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Port Side: (cont'd.)

- |  |  |
|--|--|
| 51. Plate D-2 badly set up,<br>Frames 11 - 21.   | 51. To be renewed.<br>Size 11/16" x 7'-0" x 21'-0".  |
| 52. Plate D-3 set in at top edge for<br>two (2) frame spaces at forward<br>end.        | 52. To be faired in place.   |
| 53. Plate D-8 set in full length.<br>Frames 60 - 68.                                   | 53. To be renewed.<br>3/4" x 7'-0" x 20'-0".   |
| 54. Plate D-9 set in full length.<br>Frames 68 - 79.                                   | 54. To be renewed.<br>Size 3/4" x 7'-0" x 27'-6".  |
| 55. Plate D-10 set in full length.<br>Frames 79 - 90.                                  | 55. To be renewed.<br>Size 3/4" x 7'-0" x 27'-6".  |
| 56. Plate D-11 set in full length.<br>Frames 90 - 101.                                 | 56. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 57. Plate D-12 set in full length.<br>Frames 101 - 112.                                | 57. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 58. Plate D-13 set in full length.<br>Frames 112 - 123.                                | 58. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 59. Plate D-14 set in for three (3)<br>frame spaces.                                   | 59. To be faired in place.   |
| 60. Plate E-1 buckled at top and<br>bottom edges over forward ends.<br>Frames 21 - 25. | 60. To be cropped and part renewed<br>over forward end for 10 ft.<br>Size 11/16" x 4'-0" x 10'-0". |
| 61. Plate F-2 set up in way of two (2)<br>frame spaces.                                | 61. To be faired in place.   |
| 62. Plate F-3 set up full length.<br>Frames 18 - 29.                                   | 62. To be renewed.<br>Size 5/8" x 8'-0" x 25'-0".  |

Starboard Side

- |  |  |
|--|--|
| 63. Plate A-6 set up full length.<br>Frames 60 - 70.         | 63. To be renewed.<br>Size 3/4" x 8'-3" x 25'-0".                    |
| 64. Plate A-7 set up full length.<br>Frames 70 - 80.         | 64. To be renewed.<br>Size 3/4" x 8'-3" x 25'-0".                    |
| 65. Plate A-8 set up full length.<br>Frames 80 - 90.         | 65. To be renewed.<br>Size 3/4" x 8'-3" x 25'-0".                    |
| 66. Plate A-10 set up over half<br>length. Frames 105 - 111. | 66. To be cropped and part renewed.<br>Size 11/16" x 8'-3" x 15'-0". |
| 67. Plate A-11 set up full length.<br>Frames - 111-122.      | 67. To be renewed.<br>Size 11/16" x 8'-3" x 27'-6".                  |

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Starboard Side: (cont'd.)

- |   |   |
|---|---|
| 68. Plate A-12 set up full length.<br>Frames 122 - 134.                     | 68. To be renewed.<br>Size 11/16" x 8'-0" x 30'-0".                         |
| 69. Plate A-13 set up full length.<br>Frames 134 - 144.                     | 69. To be renewed.<br>Size 11/16" x 7'-0" x 25'-0".                         |
| 70. Plate A-14 set up full length.<br>Frames 144 - 153.                     | 70. To be renewed.<br>Size 11/16" x 6'-0" x 22'-6".                         |
| 71. Plate B-7 set up full length.<br>Frames 54 - 65.                        | 71. To be renewed.<br>3/4" x 7'-6" x 27'-6".                                |
| 72. Plate B-8 set up full length.<br>Frames 65 - 76.                        | 72. To be renewed.<br>Size 3/4" x 8'-0" x 27'-6".                           |
| 73. Plate B-9 set up full length.<br>Frames 76 - 87.                        | 73. To be renewed.<br>Size 3/4" x 8'-0" x 27'-6".                           |
| 74. Plates B-10 and B-10A set up<br>full lengths - Frames 87 - 98.          | 74. To be renewed as original in one<br>(1) plate, 11/16" x 8'-0" x 27'-6". |
| 75. Plate B-11 set up full length.<br>Frames 98 - 109.                      | 75. To be renewed.<br>Size 11/16" x 8'-0" x 27'-6".                         |
| 76. Plates B-12, 12-A and 12-B<br>set up full lengths, frames<br>109 - 120. | 76. To be renewed in one (1) plate as<br>original, 11/16" x 8'-0" x 27'-6". |
| 77. Plate B-13 set up full length.<br>Frames 120 - 131.                     | 77. To be renewed.<br>Size 11/16" x 7'-6" x 27'-6".                         |
| 78. Plate B-14 set up full length.<br>Frames 131 - 142.                     | 78. To be renewed.<br>Size 3/4" x 7'-3" x 27'-6".                           |
| 79. Plate B-15 set up over forward<br>portion, frames 142 - 146.            | 79. To be rendered for forward 10 feet<br>Size 3/4" x 5'-0" x 10'-0".       |
| 80. Plate C-5 set up in two (2)<br>places.                                  | 80. To be faired in place.  |
| 81. Plate C-6 set up full length.<br>Frames 61 - 71.                        | 81. To be renewed.<br>Size 3/4" x 7'-0" x 25'-0".                           |
| 82. Plate C-7 set up full length.<br>Frames 71 - 82.                        | 82. To be renewed.<br>Size 3/4" x 7'-3" x 27'-6".                           |
| 83. Plate C-8 set up full length.<br>Frames 82 - 93.                        | 83. To be renewed.<br>Size 11/16" x 7'-3" x 27'-6".                         |

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE: (cont'd.)

Starboard Side: (cont'd.)

- |   |  |
|---|--|
| 84. Plate C-9 set up full length.<br>Frames 93 - 104.   | 84. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 85. Plate C-10 set up full length.<br>Frames 104 - 115.   | 85. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 86. Plate C-11 set up full length.<br>Frames 115 - 125.   | 86. To be renewed.<br>Size 11/16" x 7'-0" x 25'-0".  |
| 87. Plate C-12 set up along inboard<br>edge over one (1) frame space.                                 | 87. To be faired in place.   |
| 88. Plate D-8 set up along inboard<br>edge after end, two (2) frame<br>spaces.                        | 88. To be faired in place.   |
| 89. Plate D-9 set up badly along in-<br>board edge - frames 68 - 79.                                  | 89. To be renewed.<br>Size 3/4" x 7'-0" x 27'-6".  |
| 90. Plate D-10 set up full length.<br>Frames 79 - 90.   | 90. To be renewed.<br>Size 3/4" x 7'-0" x 27'-6".  |
| 91. Plate D-11 set up full length -<br>frames 90 - 101.   | 91. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 92. Plate D-12 set up full length -<br>frames 101 - 112.  | 92. To be renewed.<br>Size 11/16" x 7'-0" x 27'-6".  |
| 93. Plate D-13 set up at forward end.<br>Frames 112 - 116.  | 93. To be cropped and part renewed<br>for 10 ft. - 11/16" x 7'-0" x 10'-0".  |
| 94. Port and starboard straps on A<br>strakes set up in way of damaged<br>A plates.                   | 94. To be renewed -<br>Port, 3/4" x 42" x 220'-0"<br>Stbd., 3/4" x 42" x 184'-0"   |
| 95. Port bilge keel badly set up in<br>three (3) places and elsewhere<br>in way of D strake renewals. | 95. To be removed and replaced ex-<br>cept where buckled, which is to<br>be renewed.<br>To be renewed, size 12" BA x 120'-0"<br>To be removed, faired as required<br>and replaced, size 12" BA x 30'-0".   |
| 96. Starboard bilge keel in way of<br>D strake renewals.  | 96. To be removed, faired as necessary<br>and replaced, size 12" BA x 120'-0".   |
| 97. Propeller blades nicked and cut<br>on edges.  | 97. Propeller to be removed from vessel,<br>rigged to dock and onto truck for trans-<br>port.<br>(Propeller to be transported to shop,<br>repaired as found necessary, balanced<br>and transported back to yard. Separate<br>bill to be rendered for this work). |

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

97. (cont'd.)

97. (cont'd.)

When ready, propeller to be lifted and rigged back into aperture and refitted to shaft, properly connected up and all secured in good order as before.

Tailshaft

Tailshaft to be disconnected and drawn inboard and hoisted clear of line of sight.

98. Line Shafting

98. All line shafting to be disconnected and blocked clear of line of sight.

All coupling opening readings to be taken on disassembly.

For duration of repair, bore sight to be maintained from bull gear coupling to and through stern bearing and records to be kept.

If deviations be found, corrective measures to be taken and on completion, all alignments to be made and proved satisfactory.

On completion, all shafting to be replaced and connected up in good order.

99. Forward crane used to list vessel while grounded and starboard forward ram damaged and leaking on account of pounding.

99. (Ram to be removed and replacement ram to be installed. Damaged ram to be transported to shop, repaired as necessary and transported to spare stores. (Separate price to be submitted,)

100. Windlass strained during efforts to refloat.

100. To be completely disassembled. All parts to be examined, repaired as found necessary and on completion, to be reassembled, made and proved in good order. Both brake bands to be renewed.

101. Both anchors used in refloating.

101. Both chains to be ranged, examined, patent links to be renewed as found necessary. Any chain required to be renewed to be billed separately.

Chain locker to be cleaned and on completion, chains and lockers to be coated with fish oil and chains to be properly restowed.

S.S. "BEAUREGARD" : (cont'd.)

FOUND: (cont'd.)

RECOMMENDED: (cont'd.)

GROUNDING DAMAGE : (cont'd.)

- |   |   |
|---|---|
| <p>102. After warping winch used during efforts to refloat and now does not develop full power.</p> <p>103. The following machinery was operated when the vessel was grounded for shifting ballast and for providing circulating water.</p> <p>104. Low pressure turbine containing stern unit overheated during efforts to refloat.</p> <p>105. Main thrust condition doubtful.</p> <p>106. Turbine and gear alignment doubtful.</p> <p>107. Main gear train.</p> <p>108. Steering gear and rudder condition doubtful.</p> | <p>102. To be disassembled, all parts to be examined, repaired as found necessary and on completion, to be reassembled, made and proven in good order.</p> <p>103. To be opened up, all parts to be examined, repaired as found necessary. All foreign debris removed and on completion, all to be closed up in good order as before.</p> <ul style="list-style-type: none"><li>a. Main circulating pump</li><li>b. Auxiliary circulating pump</li><li>c. Main bilge pump</li><li>d. General service pump</li><li>e. Two fire pumps</li><li>f. Refrigeration circulating pump</li><li>g. Lubricating oil coolers</li><li>h. Main condenser</li><li>i. Auxiliary condenser</li><li>j. Sanitary pump</li></ul> <p>Submit detailed account of new or repaired parts.</p> <p>104. Turbine to be disconnected and opened for complete examination, including thrust and rotor bearings, carbon packing and flexible coupling. On completion, all to be reassembled and closed up in good order.</p> <p>105. To be opened up for examination and if found in good order to be reassembled with proper clearances as before.</p> <p>106. On completion, alignment of turbine and gears to be made and proven satisfactory.</p> <p>107. In order to assure alignment of main gear train on completion of repairs, bridge gauge readings, tooth contact and back lash to be taken and adjustments made as necessary to achieve proper alignment and mesh of gear train.</p> <p>108. Steering gear hydraulic units and telemotor to be made and proved in good order.</p> |
|---|---|

Rudder clearances to be taken.

S.S. "BEAUREGARD" : (cont'd.)

GROUNDING DAMAGE : (cont'd.)

FOUND: (cont'd.)

109. Sea valves, strainers and salt water lines, condition doubtful.

110. (Refer to Item 97)  
Inboard bearing seal filled with sand, composition seal rings and steel floating ring ground to excessive clearance.

111. (Refer to item 97)  
Tailshaft found fractured when magnafluxed in shaft alley.

112. (Refer to item 100)  
Crankshaft found bent.

(Refer to item 104)  
Rotor bearings slightly wiped, thrust ring babbitt slightly wiped, carbon packing excessively worn. Journals and thrust collar slightly rough.

114. Fathometer diaphragm in way of plate renewal.

RECOMMENDED: (cont'd.)

109. To be opened up, cleaned, ground in and repacked as necessary. Lines flushed out and on completion, all to be closed up in good order.

110. Owner's new seal to be received, checked for dimensional suitability and installed in good order.

111. Side of shaft alley recess shell plating and framing to be cut as necessary for removal of tailshaft and on completion to be replaced, suitably rewelded, tested and proved tight.

Tailshaft to be removed to shop, placed in lathe, tested for truth.

Fractures to be ground and magnafluxed again.

On completion, shaft to be transported back to vessel and reinstalled.

112. Crankshaft to be transported from ship to shop, placed in lathe and straightened with application of heat.

All journals to be machined true and on completion, shaft to be returned to vessel.

Butts of bearings to be machined to achieve proper bearing clearances.

113. Rotor to be raised, journals to be stoned, thrust collar to be stoned. Owner's spare bearings, including thrust ring to be cleaned, adjusted and properly installed and set to proper clearances.

Owner's carbon packing to be installed and fitted.

Owner's to submit separate bill for bearing remetalting and carbon packing renewed.

114. Diaphragm to be removed, operating unit to be removed.

On completion of work in way, unit to be replaced in good order, tested and proved satisfactory.

S.S. "BEAUREGARD" : (cont'd.)

General Items:

- a. Necessary drydocking.
- b. Line handlers.
- c. Drydocking services.
- d. Separate price for tugboat assistance.
- e. All tanks in way of work to be opened up for access, and on completion, to be closed up in good order and covers to be set on new gaskets with new studs and nuts as found necessary.
- f. The following permanent ballast tanks to be washed down and on completion, to be filled with fresh water and chemical rust inhibitor as before - #1 port and stbd., #2 port and stbd., #3 port and stbd., #3A port and stbd., and #4 port and stbd.
- g. All tanks in way of repairs to be tested and proved tight - No. 5 port and stbd., double bottom tanks to be wiped dry on completion ready to accept fuel.
- h. Gas free certificate to be supplied.
- i. No. 4 deep tanks, port and stbd., and #5 double bottom tanks, port and stbd., to be gas freed.  
No. 7 deep tanks, port and stbd., to be cleaned of residue.
- j. Adequate ventilation to be supplied.
- k. Suitable blanks to be inserted to prevent oil contamination during repairs.
- l. Scrap allowance to be made, reflected in lump sum price, and scrap to become property of contractor.
- m. All electric power motors to be provided with heat lamps during repairs.
- n. All double bottom piping to be tested and if any damage found, to be reported.

Double bottom piping damage found and repaired as follows:-

Double bottom suction bellmouths and attached piping to be disconnected, removed and replaced with new joints and fastenings in the following double bottom tanks:

Forepeak  
No. 2 Port (2 suctions)  
No. 2 Starboard (2 suctions)  
No. 3 Port (2 suctions)  
No. 3 Starboard (2 suctions)  
No. 3A Port  
No. 3A Starboard

S.S. "BEAUREGARD" : (cont'd.)

Double bottom piping damage found and repaired as follows: (cont'd.)

All suction piping within double bottom tanks to be cropped in short sections to permit removal and replacement in way of renewed inner bottom floors. All cropped sections to be reconnected with 5" pipe sleeves welded to place, a total of eleven (11) sleeves and (22) sections of 4" pipe. Hangers to be renewed - a total of (55) hangers.

Damaged sections of 4" suction pipe to be renewed, with new fittings, a total of (2) sections, amounting to approximately 120 feet, total.

All suction systems to each tank to be individually tested, repairs made to all leaks found and retested to prove satisfactory, a total of (28) separate tests.

Make repairs to leaking suction pipe butt welds by chipping and rewelding butts, a total of (34) butt welds.

Steam and return piping (obsolete) within double bottom tanks (and in way of damaged internal structure) to be disconnected and removed from tanks, a total of eight (8) tanks.

Cap and blank all steam piping bulkhead fittings, a total of (54) blanks.

Steam and return piping in Nos. 5 and 6 deep tanks damaged, to be renewed, a total of 240'-0" of 1-1/2" pipe.

Renew a total of (72) hangers for 1-1/2" steam coils.

Upon completion, test heating coil systems and prove tight.

(General Items: (cont'd.))

- o. Engine Room tank top to be cleaned.
- p. Hold tank tops to be cleaned - Separate Bill to be Rendered.
- q. Necessary bleeder plugs to be reinstalled in new plating.
- r. Necessary staging.
- s. Necessary shoring and cribbing during repairs, removals and replacements of blocks.
- t. Line to be set at keel and alignment of hull to be maintained during repairs.
- u. Adjacent edges to be faired.
- v. New and repaired work to be coated as before.
- w. All damaged internals in way of repairs to be dealt with as found necessary and detail list of work to be supplied.

S.S. "BEAUREGARD" : (cont'd.)Internal Structure Repairs found necessary as follows:-Floors, Fairing

The following floors are to be partially released, split, heated and faired; flat bars are to be welded to each repaired floor to effect and retain faired condition:-

<u>Location</u>	<u>Area</u>
<u>Port</u>	
Frame 27	24" x 48"
28	24" x 48"
29	36" x 60"
30	24" x 48"
31	34" x 60"
32	24" x 60"
33	24" x 60"
34	24" x 60"
35	24" x 60"
36	24" x 60"
37	48" x 84"
38	48" x 84"
39	48" x 84"
40	48" x 84"
41	24" x 24"
42	24" x 36"
43	24" x 60"
44	24" x 84"
45	24" x 72"
46	24" x 72" and 24" x 60"
47	24" x 60"
48	24" x 60" and 24" x 48"
49	24" x 72"
50	24" x 60"
59	36" x 84"
60	36" x 72"
61	24" x 72"
62	24" x 96" and 24" x 72"
63	24" x 96" and 18" x 72"
64	24" x 96" and 18" x 72"
67	24" x 96"
72	24" x 72"
73	24" x 72"
74	24" x 48"
75	24" x 36"
76	24" x 36"
77	24" x 48"
78	24" x 48" and 24" x 96"
65	18" x 72"
66	18" x 48"
67	24" x 72"
68	36" x 60"
69	36" x 60"
70	36" x 48"
71	36" x 48"

S.S. "BEAUREGARD" : (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Internal Structure Repairs : (cont'd.)

Floors Fairing : (cont'd.)

Location

Area

Port

Frame 79	24" x 72"
80	24" x 48"
85	36" x 96"
86	24" x 96"
89	24" x 10'-0"
91	24" x 10'-0"
92	24" x 20'-0"
93	24" x 20'-0"
94	24" x 18'-0"
95	24" x 18'-0"
96	24" x 8'-0"
97	24" x 5'-0"
98	24" x 5'-0"
99	24" x 8'-0"
100	24" x 8'-0"
101	24" x 8'-0"
108	24" x 8'-0"
109	24" x 8'-0"
110	24" x 12'-0"
111	24" x 12'-0"
112	24" x 12'-0"
113	24" x 12'-0"
114	24" x 6'-0"
117	24" x 8'-0"
118	24" x 7'-0"
119	24" x 8'-0"
120	24" x 8'-0"
121	24" x 8'-0"
134	24" x 8'-0"
136	24" x 4'-0"
137	24" x 6'-0"
143	24" x 2'-0"

Starboard

55	24" x 48"
56	36" x 60"
57	24" x 48"
58	24" x 48"
59	36" x 60"
60	24" x 60"
61	24" x 60"
62	24" x 48"
63	24" x 24"
64	24" x 36"
65	24" x 36"
66	24" x 36"
67	24" x 36"
71	24" x 96"
72	24" x 60"

S.S. "BEAUREGARD" : (cont'd.)

GROUNDING DAMAGE : (cont'd.)

Floors, Fairing : (cont'd.)

<u>Location</u>	<u>Area</u>
<u>Starboard</u>	
Frame 73	24" x 72"
74	24" x 84"
92	24" x 96"
93	24" x 96"
94	24" x 48"
95	24" x 60"
96	48" x 60"
97	36" x 96"
98	36" x 72"
99	24" x 120"
100	24" x 120"
101	24" x 96"
103	24" x 48"
104	24" x 72"
105	24" x 72"
107	24" x 48"
108	24" x 48"
109	36" x 120"
111	24" x 36"
112	24" x 60"
113	24" x 60"
114	24" x 48"
115	24" x 60"
117	24" x 72"
118	24" x 96"
119	24" x 96"
120	36" x 120"
121	36" x 120"
122	24" x 84"
129	36" x 72"
130	36" x 12'-0"
133	36" x 12'-0"
136	24" x 12'-0"
145	36" x 48"
146	36" x 48"
148	24" x 60"

Floors, Remove, Fair and Replace

The following floors are to be cropped, removed to shop, faired and replaced:-

<u>Port</u>	
Frame 48	36" x 60"
68	24" x 48" and 30" x 90"
69	30" x 90"
74	30" x 48"
75	30" x 48"
76	30" x 48" and 48" x 72"
77	30" x 48"
49	30" x 54"
64	36" x 36"
67	36" x 48"

S.S. "BEAUREGARD" : (cont'd.)

Floors, Remove, Fair and Replace

The following floors are to be cropped, removed to shop, faired and replaced:-

<u>Location</u>	<u>Area</u>
<u>Port : (cont'd.)</u>	
Frame 68	36" x 48"
69	36" x 48"
70	36" x 48"
71	36" x 48"
80	36" x 48"
86	36" x 72"
90	48" x 60"

Starboard

Frame 67	30" x 36"
68	48" x 48"
69	48" x 48"
70	48" x 48"
74	30" x 48"
75	30" x 48"
76	30" x 48"
77	30" x 42"
78	30" x 42"
83	60" x 84"
87	48" x 60"
90	36" x 84"
101	36" x 36"
117	36" x 48"
149	30" x 96"

Floors, Renew

The following floors are to be removed and renewed:

Port

Frame 30	12" x 36" x 1/2"
31	12" x 24" x 1/2"
32	12" x 24" x 1/2"
39	24" x 24" x 1/2"
41	24" x 24" x 1/2"
42	24" x 24" x 1/2"
43	24" x 24" x 1/2"
49	24" x 24" x 1/2"
56	60" x 10'-0" x 1/2"
57	60" x 10'-0" x 1/2"
58	60" x 12'-0" x 1/2"
59	60" x 12'-0" x 1/2"
60	60" x 14'-0" x 1/2"
61	60" x 9'-0" x 1/2"
62	60" x 9'-0" x 1/2"
63	60" x 9'-0" x 1/2"
64	60" x 12'-0" x 1/2"

S.S. "BEAUREGARD": (cont'd.)

Floors Renew

The following floors are to be removed and renewed : (cont'd.)

<u>Location</u>	<u>Area</u>
<u>Port : (cont'd.)</u>	
Frame 65	60" x 10'-0" x 1/2"
66	60" x 10'-0" x 1/2"
67	60" x 8'-0" x 1/2"
68	60" x 8'-0" x 1/2"
87	60" x 7'-6" x 1/2"
88	60" x 12'-6" x 1/2"
89	60" x 10'-0" x 1/2"
90	60" x 10'-0" x 1/2"
91	60" x 8'-0" x 1/2"
92	60" x 8'-0" x 1/2"
93	60" x 8'-0" x 1/2"
94	60" x 8'-0" x 1/2"
95	60" x 10'-0" x 1/2"
96	60" x 11'-0" x 1/2"
97	60" x 8'-0" x 1/2"
98	60" x 7'-0" x 1/2"
99	60" x 7'-0" x 1/2"
100	60" x 8'-0" x 1/2"
101	60" x 7'-0" x 1/2"
102	60" x 11'-0" x 1/2"
103	60" x 12'-0" x 1/2"
104	60" x 7'-0" x 1/2"
105	60" x 7'-0" x 1/2"
106	60" x 6'-0" x 1/2"
107	60" x 6'-0" x 1/2"
115	36" x 7'-0" x 1/2"
143	36" x 11'-0" x 1/2"
145	60" x 11'-0" x 1/2"
147	60" x 11'-0" x 1/2"
148	60" x 8'-6" x 1/2"
149	60" x 8'-6" x 1/2"
151	60" x 8'-6" x 1/2"
152	60" x 8'-0" x 1/2"
153	48" x 7'-6" x 1/2"
154	48" x 4'-0" x 1/2"
157	60" x 10'-0" x 1/2"
158	60" x 10'-0" x 1/2"
159	60" x 16'-0" x 1/2"
160	60" x 8'-6" x 1/2"
161	60" x 8'-6" x 1/2"
162	60" x 8'-6" x 1/2"
163	60" x 6'-0" x 1/2"
164	60" x 6'-0" x 1/2"
165	60" x 5'-0" x 1/2"
166	60" x 5'-0" x 1/2"
167	60" x 5'-0" x 1/2"
168	60" x 5'-0" x 1/2"
169	60" x 5'-0" x 1/2"
116	60" x 9'-0" x 1/2"
117	60" x 8'-0" x 1/2"
118	60" x 8'-0" x 1/2"
119	60" x 8'-0" x 1/2"
120	60" x 8'-0" x 1/2"

S.S. "BEAUREGARD" : (cont'd.)Floors. Renew : (cont'd.)LocationAreaPort : (cont'd.)Frame

121	60" x 12'-0" x 1/2"
122	60" x 22'-0" x 1/2"
123	60" x 19'-0" x 1/2"
124	60" x 9'-6" x 1/2"
125	60" x 8'-0" x 1/2"
126	60" x 19'-0" x 1/2"
127	60" x 19'-0" x 1/2"
128	60" x 19'-0" x 1/2"
129	60" x 4'-0" x 1/2"
129	36" x 4'-0" x 1/2"
130	60" x 4'-0" x 1/2"
130	60" x 7'-0" x 1/2"
131	60" x 8'-0" x 1/2"
132	60" x 6'-0" x 1/2"
132	36" x 4'-0" x 1/2"
133	60" x 6'-0" x 1/2"
133	36" x 7'-0" x 1/2"
134	60" x 10'-0" x 1/2"
135	60" x 15'-0" x 1/2"
136	60" x 12'-0" x 1/2"
137	60" x 12'-0" x 1/2"
138	60" x 15'-0" x 1/2"
139	60" x 12'-0" x 1/2"
140	60" x 12'-0" x 1/2"
141	60" x 12'-0" x 1/2"
142	60" x 12'-0" x 1/2"

StarboardFrame 68

69	54" x 15'-0" x 1/2"
70	54" x 15'-0" x 1/2"
71	54" x 11'-0" x 1/2"
72	54" x 11'-0" x 1/2"
72	54" x 11'-0" x 1/2"
79	60" x 6'-0" x 1/2"
80	60" x 6'-0" x 1/2"
81	60" x 6'-0" x 1/2"
82	60" x 6'-0" x 1/2"
83	60" x 12'-0" x 1/2"
84	60" x 8'-0" x 1/2"
85	60" x 18'-0" x 1/2"
86	60" x 18'-0" x 1/2"
87	60" x 8'-0" x 1/2"
88	60" x 8'-0" x 1/2"
89	60" x 16'-0" x 1/2"
90	60" x 16'-0" x 1/2"

S.S. "BEAUREGARD" : (cont'd.)

Floors, Renew: (cont'd.)

<u>Location</u>	<u>Area</u>
<u>Starboard : (cont'd.)</u>	
Frame 91	60" x 8'-0" x 1/2"
94	48" x 5'-0" x 1/2"
95	60" x 6'-0" x 1/2"
96	24" x 7'-0" x 1/2"
98	60" x 7'-0" x 1/2"
101	36" x 4'-0" x 1/2"
103	36" x 12'-0" x 1/2"
104	36" x 14'-0" x 1/2"
105	60" x 11'-0" x 1/2"
106	60" x 8'-0" x 1/2"
107	36" x 14'-0" x 1/2"
108	60" x 11'-0" x 1/2"
110	48" x 5'-0" x 1/2"
111	48" x 7'-0" x 1/2"
113	60" x 15'-0" x 1/2"
114	60" x 15'-0" x 1/2"
115	24" x 15'-0" x 1/2"
116	24" x 4'-0" x 1/2"
118	60" x 10'-0" x 1/2"
119	60" x 10'-0" x 1/2"
120	60" x 11'-0" x 1/2"
121	60" x 22'-0" x 1/2"
122	60" x 11'-0" x 1/2"
123	60" x 8'-0" x 1/2"
124	60" x 11'-0" x 1/2"
125	60" x 17'-0" x 1/2"
126	60" x 15'-0" x 1/2"
127	60" x 12'-0" x 1/2"
128	60" x 12'-0" x 1/2"
129	60" x 8'-0" x 1/2"
131	60" x 8'-0" x 1/2"
132	60" x 8'-0" x 1/2"
134	60" x 8'-0" x 1/2"
135	60" x 8'-0" x 1/2"
137	60" x 12'-0" x 1/2"
138	60" x 12'-0" x 1/2"
139	60" x 12'-0" x 1/2"
140	60" x 12'-0" x 1/2"
141	60" x 12'-0" x 1/2"
142	60" x 12'-0" x 1/2"
143	36" x 11'-0" x 1/2"
148	36" x 36" x 1/2"

Centerline and Side Girders

The following girders are to be heated and faired in place:-

<u>Port</u>	
Frame 46-47	24" x 24"
31-32	12" x 24"
32-33	12" x 24"
39-40	24" x 24"
41-42	24" x 24"
42-43	24" x 24"
43-44	24" x 24"
122-123	24" x 30"
143-144	24" x 30"

S.S. "BEAUREGARD" : (cont'd.)

Floors, Renew: (cont'd.)

Location

Area

Centerline and Side Girders

The following girders are to be removed, faired and replaced:-

Port

Frame 68-69

24" x 48"

Centerline and Side Girders

The following girders are to be removed and renewed:-

Port

Frame 30

90

93

97-98

146-148

149-152

164

166

172-176

118

122-124

123

124

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

1/2" x 12" x 30"

1/2" x 12" x 30"

1/2" x 18" x 30"

1/2" x 30" x 60"

1/2" x 24" x 72"

1/2" x 30" x 90"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 12" x 9'-0"

1/2" x 30" x 30"

1/2" x 6" x 5'-0"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

1/2" x 30" x 30"

Starboard

79

80

81

82

84

85

86

89

96

97

98

118

120

121

122

124

1/2" x 30" x 5'-0"

1/2" x 30" x 5'-0"

1/2" x 30" x 5'-0"

1/2" x 30" x 5'-0"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 30" x 24"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 60"

1/2" x 30" x 24"

1/2" x 30" x 30"

S.S. "BEAUREGARD" : (cont'd.)

Centerline and Side Girders : (cont'd.)

Remove and Renew : (cont'd.)

<u>Location</u>	<u>Area</u>
<u>Starboard</u>	
Frame	
125	1/2" x 30" x 48"
126	1/2" x 30" x 30"
133	1/2" x 6" x 30"

Shell Frames

The following shell frames to be removed and renewed:-

<u>Port</u>	
Frame 13	bulb angle 9" x 3-1/2" x 21.6# x 8'-0"
14	bulb angle 9" x 3-1/2" x 21.6# x 11'-0"
16	channel 12" x 3-1/2" x 32.9# x 10'-0"
17	channel 12" x 3-1/2" x 32.9# x 10'-0"
18	channel 12" x 3-1/2" x 32.9# x 10'-0"
19	tee - 24" x 10" x 1/2" x 5'-0"
20	channel 12" x 3-1/2" x 32.9# x 14'-0"
21	channel 12" x 3-1/2" x 32.9# x 14'-0"
22	channel 12" x 3-1/2" x 32.9# x 14'-0"
29	channel 12" x 3-1/2" x 32.9# x 14'-0"
29	tee - 24" x 10" x 1/2" x 5'-0"

Shell stringer plate sections to be removed and renewed between frames #15 to 23 port side; eight (8) pieces, 1/2" x 12" x 24" each.

Flanged bilge brackets to be removed and renewed; port side frames, #16, 17, 18, 20, 21, 22, 28 and 29, a total of eight (8) brackets, 1/2" x 48" x 48" each.

Panel Breakers

Remove and renew flat bar reinforcing sections in way of new shell plating; a total of 242 sections, 1/2" x 6" flat bar x 30" each.

S.S. "BEAUREGARD" : (cont'd.)

General Items: (cont'd.)

- x. Owners to submit SEPARATE BILL FOR INSURANCE WIRE.  
Yard to receive wire and stow in position as before.
- y. On completion, satisfactory dock trial and post trial examination to be held.
- z. Necessary derrick service as required.
- aa. Services of Manufacturer's Representatives to be provided as required and separate bills to be rendered.

The cost of the foregoing repairs was agreed with the Bethlehem Steel Company in the sum of FIVE HUNDRED NINETY-FIVE THOUSAND, NINE HUNDRED AND SIXTY-TWO (\$595,962.00) DOLLARS, reflecting a scrap credit of THREE THOUSAND, FIVE HUNDRED AND NINETY-ONE(\$3,591.00) DOLLARS and including drydocking charges.

One (1) Haul day- - - - - \$2,096.68  
Thirty-six (36) Lay days - - - - - \$1,893.36 each

As soon as the full extent of the shell plating damage was known, Owners agreed to spend TWENTY THOUSAND, SIX HUNDRED (\$20,600.00) DOLLARS overtime bonus money, which resulted in saving eight (8) days drydock dues, plus an additional seven (7) days of ship time, making a total saving of eight (8) days drydocking dues and fifteen (15) days vessel time. At the time of reporting no further overtime bonus payments had been agreed.

Ship drydock services - (43) days - - - - - \$10,750.00

Owners will submit separate bills as indicated in survey.

In the opinion of the Undersigned, the following damages were caused by going aground. (The remainder of the damage was caused by efforts to refloat.)  
If done alone, costs as shown below would have been incurred:-

Item No. 1	Plate FK-1	- - See Item 2- -
" " 2	Plate FK-2	Renew and extend into FK-1
" " 16	Plate Port A-1	Fair in place
" " 17	Plate Port A-2	Fair in place
" " 18	Plate Port A-3	Renew
" " 19	Plate Port A-4	Renew
" " 30	Plate Port B-4	Fair in place
" " 31	Plate Port B-5	Fair in place
" " 32	Plate Port B-6	Part renew
" " 41	Plate Port C-1	Part renew
" " 51	Plate Port D-2	Renew
" " 52	Plate Port D-3	Fair in place
" " 60	Plate Port E-1	Part renew
" " 61	Plate Port F-2	Fair in place
" " 62	Plate Port F-3	Renew

Cost of fairing plating - - - - - \$1,800.00  
Cost of renewal of plating - - - \$17,922.00

S.S. "BEAUREGARD" : (cont'd.)

INTERNALS: (Note "w")

Port side floors - 27 to 50 - split and fair.  
Port side floor - 48 - part crop, fair and replace.  
Port side floors - 30, 31, 32, 39, 41, 42, 43, 49 - part renew.  
Girders (Port) - 31,-32, 32-33, 39-40, 41-42, 42-43, 43-44, 46-47 - fair in pla  
Girders (Port) - Fr. 30 - Part renew.  
Shell frames port - 13, 14, 16-22, 29 - part renew.  
Shell stringer between Frames 15 to 23 Port Side - renew.  
Flanged bilge brackets, Port Side - 16, 17, 18, 20, 21, 22, 28 and 29 - renew.  
Panel Breakers - 54 in number - renew.

<u>Costs:</u>	Fairing in place - - - - -	\$5,370.00
	Cropping, removing, fairing and replacing - - - - -	225.00
	Renewing - - - - -	5,820.00
	Panel Breakers - - - - -	1,620.00
	Coating new and repaired work, (Note "v") - - - - -	175.00
	Cribbing and removal of keel blocks (Note "s") - - - - -	400.00
	Staging (Note "r") - - - - -	1,200.00
	Bleeder plugs (Note "q") - - - - -	200.00
	Cleaning tank tops (Note "p") - No. 1 hold and forward part of No. 2 hold - - Separate Bill	
	Scrap allowance (Note "l") reflected in price - - - - -	(246.00)
	Blank off fuel line in tanks (Note "k") - - - - -	120.00
	Adequate ventilation (Note "j") - - -	320.00
	Gas free certificate (Note "h") - - -	150.00
	Tank testing (Note "g") - - - - -	300.00
	Ballast and Rust Inhibitor (Note "f") (Plus separate bill for inhibitor)	350.00
	Open and close three tanks (Note "e")	300.00
	Tugboat assistance (Note "d") - - - -Separate Price	
	Drydock services (Note "c") - 5 days	\$1,250.00
	Line Handlers (Note "b") - - - - -	450.00
	Drydocking (Note "a") one (1) Haul and four (4) Lay days - - - - -	\$10,670.12

Vessel on drydock:	0715	May 16th 1967
Vessel off drydock:	1430	June 28th 1967
Repairs completed:	1750	July 1st 1967

S.S. "BEAUREGARD" : (cont'd.)

SURVEYORS ATTENDING:-

Mr. E. F. Ganly,

Representing Sea-Land Service, Inc.

Mr. G. Kenrick,

Representing Salvage Association, London

Survey made without prejudice as to liability and subject to adjustment.

*Edw F Ganly*  
\_\_\_\_\_  
GANLY-BRIGGS, INC.

## Plaintiffs' Exhibit 15

[REPORT BY CAPTAIN H. BOEHM]

12 May 1967

TO: W. T. Scott, Marine Operations

FROM: S. S. BEAUREGARD - H. J. Boehm, Master, Voyage No. 319

SUBJ: S. S. BEAUREGARD - GROUNDING, RIO HAINA, D. R.

281-127

281-127  
 281-127  
 3/6/74

Approaching Rio Haina, D. R., on 5 May 1967, the Engine Room Telegraph was put S.B.E. at 1700. At 1716 speed was reduced to Full Throttle. Arrival was taken at 1724 and speed reduced to Half Ahead. At this time heavy rain squalls were moving along the coast from East to West. At 1738, because the Harbor Entrance was obscured by rain, I turned the ship around. Government Pilot E. Torres boarded the vessel at 1748, and we headed in. At 1751 a second round turn was taken at my insistence as the Entrance was again obscured by heavy rain. At 1802 we could see both breakwaters and the buoys, so we headed in for the third time. After the last rain squall, the wind had slackened off, and the vessel was responding well to the wheel. When the vessel was only a few ship lengths from the No. 2 Nun Buoy off the East Breakwater, the wind from the ENE suddenly increased in force considerably, and the vessel began to set bodily to the westward. Apparently, the current setting across the Entrance was much stronger and further inshore towards the Entrance than the Pilot had anticipated. This, and the fact the vessel failed to answer hard right wheel on account of the sudden strong ENE'ly wind squall, made it impossible to maneuver the vessel back into the channel. 1811, Emergency Full Astern was rung, and the starboard anchor let go. The bow grounded on the bottom about fifteen feet off the rock breakwater and about twenty feet to the westward of the eastern end of the Haina West Breakwater. The vessel did not have too much way on when she struck. The ship's head was 357° True. Our port bow was up against the stem of a wrecked tanker lying parallel to and against the Breakwater.

Dominican Tug RB-13 took a line from our starboard quarter, and with a Full Astern bell at 1823, the vessel was coming free. However, the tug did not keep an even strain on the line and it parted at 1833. The RB-13 refused to take another line, so he was asked to push on the port quarter. He did push at Number six hatch for one minute, 1842 to 1843, when he stopped in spite of our requests for him to continue. Finally, at 1848 he resumed pushing intermittently.

At 1925 I was in contact via Radiophone with Mr. R. Callie, Haina Sea-Land Representative. He stated he would keep the San Juan Sea-Land office informed, and from time to time during the night I gave him information to pass along. I was under the impression he was in telephone contact throughout the night.

When I first talked to Mr Callie, he cautioned me of the possibility of the wind and sea increasing from the SE. This was my greatest concern, as I feared the stern would swing to the left, and the vessel would end up against the wrecked tanker with our stern ashore. Mr. Callie also said he was arranging for two more tugs.

The first of these, the RB-12, arrived at 2018. However, in the meanwhile, since the RB-13 was doing us no good pushing intermittently at Number Six Hatch, the Pilot had talked him into running a line to the East Breakwater in order to hold the stern up. Almost immediately, the RB-13 got the line in his propeller. Therefore, when the RB-12 arrived he took the RB-13 in tow and both returned to the dock. By this time the anchor had dragged, and the vessel had set further to the westward. Eventually, the S. S. BEAUREGARD settled on a heading of 015° True, with the bow close to the wrecked tanker ahead and approximately 175 feet inshore of the east end of the West Breakwater. She remained in this position and on the same heading until floated at 2108, 8 May 1967.

The attached abstract of the Deck Log will inform you of the efforts made to refloat the vessel. In contrast to the Dominican Navy's assistance, the Tugs BORINQUEN and CABO ROJO of the Porto Rico Lighterage Company did excellent work aiding us.

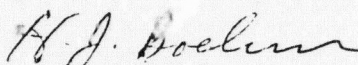
E-65  
*Plaintiffs' Exhibit 15*

12 May 1967  
S. S. BEAUREGARD - GROUNDING , RIO HAINA, D. R.  
Page Two

Too much credit cannot be given to Captain Julio Mello for floating the S. S. BEAUREGARD. His experience and knowledge of this type of operation was invaluable. Captain Fred Martin, Executive Vice President of the Port Rico Lighterage Company, helped greatly with his advise. The ship's crew, especially the Deck Department, worked hard and long hours willingly without complaint.

A protest was noted before the U. S. Consul at Santo Domingo, D. R., and a Report of Vessel Casualty (CG-2692) was mailed to the Officer in Charge, Marine Inspection, U.S.C.G., Port of San Juan, P. R. Copies of these are attached.

Respectfully submitted,


  
H. J. Boehm, Master,  
S. S. BEAUREGARD.

c.c. ELIZABETH - W. G. Leback, Marine Operations  
Loss Prevention and Claims

E-66

**Plaintiffs' Exhibit 16**

[MANIFEST OF CARGO ON BOARD THE S.S. BEAUREGARD  
AT THE TIME OF HER STRANDING]

(See Opposite) 


OVERSIZE FOLDOUT(S) FOUND HERE IN  
THE PRINTED EDITION OF THIS VOLUME  
ARE FOUND FOLLOWING THE LAST PAGE  
OF TEXT IN THIS MICROFICHE EDITION.

SEE FOLDOUT NO 7

**E-67**  
***Plaintiffs' Exhibit 16***

E-68

*Plaintiffs' Exhibit 16*


(See Opposite) 

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SEE FOLDOUT NO 8

E-69  
*Plaintiffs' Exhibit 16*

E-70  
*Plaintiffs' Exhibit 16*

(See Opposite) 


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SEE FOLDOUT NO 9

E-71

*Plaintiffs' Exhibit 16*

E-72  
*Plaintiffs' Exhibit 16*

(See Opposite) 


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SEE FOLDOUT NO 10

E-73

*Plaintiffs' Exhibit 16*

E-74  
*Plaintiffs' Exhibit 16*

(See Opposite) 

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SEE FOLDOUT NO 11

11612277

E-75

*Plaintiffs' Exhibit 16*

## Plaintiffs' Exhibit 18

[STATEMENT OF VIRGILIO ANTONIO ROMO CALDERON  
IN ENGLISH AND IN SPANISH]

My name is Virgilio Antonio Rojo Calderon and I am 44 years old. I live in Cives, Boca Chica, I am at present working as Captain of a fishing boat.

In May of 1967 I was commander of navy tugboat R.P. 12 serving the port of Santo Domingo and I was ordered by my supervisors to go to the port of Haina to assist the Beauregard which had grounded at the entrance of the port. Tugboat R.P. 12 is 75 feet long and has a Caterpillar engine of 500 horse power and was constructed in 1952 in the Naval Shipyard at Haina, Dominican Republic.

As I remember I arrived alongside the vessel at about 7 1/2 or 8 in the evening on the day she went aground. When I arrived the bow of the Beauregard was near the port side of the sunken vessel "San Carlos". There was a pretty strong current from East to West in front of the entrance to the port.

I furnished tugboat service from the moment I arrived until the ship was freed, with the exception of three or four times when I had to enter the port of Haina to clean my water filters which were blocked. The duration of the cleanings were from 1/2 to one hour.

I served in the Navy 22 and a half years and of these I served thirteen years as commander of tugboat R.P. 12 and in my opinion the refloating of the Beauregard was carried out in a correct or good way because we never stopped pushing or pulling at any time and if it had not been that way the ship would have gone on the reef and moreover would never have come off because the current was pretty strong and the waves also and the same thing would have happened to it as the San Carlo.

Signature

PL + F. Ex. # 3 for MU  
Walter W. Wise 2-24-75

September 28 - 9 - 72.

*corriente bastante fuerte de este a oeste enfrente de la ~~por~~ entrada del Puerto.*

~~Yo~~ Mi nombre es Virgilio Antonio  
Rojas Calderon y tengo 44 años de  
edad. Vivo en Andres, Boca Chica,  
estoy actualmente ~~como~~ trabajando como  
capitan de un yate de pesca.

En mayo de 1967 era ~~capitan~~  
comandante del remolcador de la Marina  
de Guerra R.P. 12 prestando servicio en  
el puerto de Santo Domingo y fui ordenado  
por mis superiores a acudir al puerto  
de Yuma para prestarle servicios  
al vapor Beauregard el cual habia  
encallado ~~en~~ a la entrada del puerto.  
El remolcador R.P. 12 tiene 75 pies de  
largo y un motor Caterpillar de 500  
caballos de fuerza ~~and~~ ~~was built in~~  
y fue construido en el año 1952 en los  
Astilleros Navales de Yuma, Rep. Dominicana.  
Que yo recuente llegué al costado  
del buque como a eso de las 7 1/2 u 8  
de la noche del día en que encalló.  
Cuando llegué ~~la~~ vi que la proa del  
Beauregard estaba cerca ~~de la proa~~  
~~de la~~ del lado de babor del buque  
hundido "San Carlos". Habia una  
corriente bastante fuerte de este a  
oeste enfrente de la ~~proa~~ entrada del  
puerto.

Virgilio Ant. Rojas

yo estuve prestando servicio de remolque desde el momento que llegué hasta que el barco se desencalló, con excepción de tres o cuatro veces que tuve que entrar a puerto de España para limpiar los filtros de agua que se tapaban.  
Las estadías estas de limpieza eran de 1/2 a una hora.

Yo presté servicio en la Marina de Guerra durante 22 años y medio y de estos trece años como Comandante del remolcador R.P.12 y en mi opinión el desencallamiento del buque Brauerger se llevó a cabo en un sentido correcto o sea bien porque no dejémos de jalar ~~me~~ o tirar en ningún momento y de no haber sido así el buque se hubiera subido a la arceife que más nunca se hubiera bajado, porque la corriente era bastante fuerte y el oleaje también y lo hubiera pasado lo mismo que al San Carlos.

Virgilio Ant Razo C  
Sep. 28 - 9 - 72

E-79

Defendants' Exhibit A

[THE COAST GUARD REPORT OF THE GROUNDING]

20 June 1967

Re: I.O. on I.O. N.Y. rpt 5943-024664, dtd 27 June 1967

From: Officer in charge, Marine Inspection, New York

To: Commandant (MVI)

Via: Commander, Third Coast Guard District (m)

Subj: SS BUCKLEHEAD, C.N. 251503; grounding at the Port of Rio Haina, Dominican Republic on 5 May 1967 without loss of life or injury

1. Forwarded, approved.

D. H. CLIFTON  
Acting

m  
18 July 1967

SECOND ENDORSEMENT on I.O., N. Y. rpt 5943/024664 dated 27 June 1967

From: Commander, Third Coast Guard District

To: Commandant (MVI)

1. Forwarded, approved.

W. S. DOE  
By direction

W. S. DOE 7/3/67

INSERTS FOR ILLEGIBLE PAGES E-80 through E-84  
AND E-88 AND E-89 CONTAINED IN JOINT APPENDIX,  
VOLUME II.

E-80  
Defendants' Exhibit A

Officer in Charge  
Marine Inspection  
Battery Park Building  
New York, N.Y. 10004

5943-024664  
27 June 1967

From: Investigating Officer, New York  
To: Commandant (MVI)  
Via: (1) Officer in Charge, Marine Inspection, New York  
(2) Commander, Third Coast Guard District (m)  
Subj: SS BEAUREGARD, O.N. 251508; grounding at the Port of Rio Haina,  
Dominican Republic on 5 May 1967 without loss of life or injury

- Findings of Fact -

1. At approximately 1813 (Zone +5) on 5 May 1967 the SS BEAUREGARD grounded on the end of the west breakwater at the entrance to the Port of Rio Haina, Dominican Republic.

2. Vessel data is as follows:

NAME:	BEAUREGARD
OFFICIAL NO:	251508
SERVICE:	Freight
GROSS TONS:	9,016
NET TONS:	5,925
LENGTH:	450.1
BREADTH:	72.1
DEPTH:	37.4
PROPULSION:	Steam
HORSEPOWER:	6,000
BUILT:	1943, Chicasaw, Ala.
HOME PORT:	Wilmington, Del.
OWNERS/OPERATORS:	Litton Industries Leasing Corp. Sea-Land Service, Inc., Port Elizabeth, N.J.
MASTER:	Harold J. Boehm 6 Wayne Court, Metuchen, N.J.
License:	Master #324071
Certificate:	Z-93564
PILOT:	E. Torres Dominican Republic Government

LAST INSPECTION  
(For Certification)  
Date: 16 February 1966  
Port: New York

LAST INSPECTION  
(Mid-period Reinspection)  
Date: 15 February 1967  
Port: New York

E-81  
Defendants' Exhibit A

3. The weather condition at the time and place of the casualty was cloudy with rain and wind squalls with visibility of 2 miles. The wind was variable from the east, 15 to 25 knots gusty, the sea ENE 4 feet, the swell ENE 10 to 15 feet, and the air temperature was 85°F. The sea conditions were indicated as rough and the prevailing current sets west about 2 to 3 miles to seaward of the harbor. Sunset was at 1756.
4. Navigational aids for the harbor are unreliable as to position and color as indicated by the "Caution" note on charge HO 2652 plan of Puerto de Haina (enclosure 1). The front and rear entrance range were installed in the proper alignment but not in the charted position and unlighted. Unlighted buoys No. 2 and No. 4 marking the east side of the entrance are more to the westward of the charted position so as to further restrict the entrance width. Lighted buoy No. 1 is missing and lighted buoy No. 3 is in position but extinguished. This existing condition of navigational aids makes a darkness entry to the harbor too hazardous to be considered. There is no safe sea anchorage for large vessels in the area.
5. The BEAUREGARD took arrival outside the Port of Rio Haina at 1724 (Zone +5) with the end of the east breakwater bearing 315° True 1.7 miles distance, chart HO 2652 (enclosure 2). The draft of the BEAUREGARD was 18'04" forward and 25'04" aft with 4,194 long tons of containerized cargo.
6. The BEAUREGARD approached Rio Haina at gradually reduced speed to take arrival at 1724 hours at a speed of approximately 8 knots. The master was conning the vessel during the approach and was assisted by Second Mate Leonard P. Reed, Z-268881, License #317744. The radar, an RCA CF 104A (3 centimeter), was in operation on various range scales. The vessel was equipped with a gyro compass that was also being used and was reading true with no error. The chief mate, Bernard J. Baum, Z-53073, license #284044 was in charge of the anchor detail standing by on the foc'sle head. Captain Boehm has made many previous voyages to the Port of Rio Haina.
7. At the time of arrival heavy rain squalls were passing and obscuring the harbor entrance making closer approach unsafe, so the vessel was turned about and moved out to safer water. The Dominican Government Harbor Pilot E. Torres boarded the vessel from a small boat during this maneuver, having proceeded out of the harbor to board considerably further to sea than normal. He did not inform Captain Boehm of any abnormal conditions existing at the port.
8. At 1751 under the conn of Pilot Torres the BEAUREGARD again made an approach to the harbor but due to rain continuing to obscure the entrance breakwater and navigational aids Captain Boehm ordered the vessel turned and again proceeded to seaward, considering the conditions not to be consistent with safety for the vessel.
9. At 1802 the rain and wind squalls had subsided so as to give clear visibility and a favorable situation. Again the vessel, under the conn of the pilot, was placed on an approach course of 343° True on the entrance

E-82  
Defendants' Exhibit A

I.O. NY rpt 5943-024664

range and speed was set at half ahead, 8 knots. The approach speed was restricted by the short stopping distance and maneuvering room available inside the harbor. The BEAUREGARD proceeded toward the breakwater opening without experiencing the normal set and maintained the track along the entrance range. The entrance width between charted positions of buoys No. 1 and No. 2 was approximately 210 feet. When the BEAUREGARD was about 600 yards to seaward of the breakwater Captain Boehm noted by the ranges and also by ranging the east breakwater end with the north pier that a freshening wind and a strong current unusually close to the breakwater was acting to set the vessel westward rapidly. The wheel was put over hard right but the vessel failed to respond. Captain Boehm realized that to continue the approach maneuver would result in the vessel's port side coming into full contact with the west breakwater end and at 1911 ordered the engines backed emergency full astern. He also ordered the Chief Mate to let go the starboard anchor and hold one and a half shots of chain in the water. The BEAUREGARD was approximately 400 to 500 yards to seaward of the west breakwater at that time. The effect of the backing engines and starboard anchor had nearly stopped the vessel when it grounded 275 feet west of the entrance range on the west breakwater shoal 15 feet from and 20 feet west of the end of the breakwater on a heading of 375° True with the port bow against the stem of a wreck laying parallel to the breakwater.

10. Soundings by hand lead were taken around the vessel at 1815, and it was found to be grounded only under the forepeak in 18 feet of water as near as could be ascertained with the 10 foot swell running. A local Dominican Navy Tug, RB 13, came out to assist and with pulling on a line from the starboard quarter and the BEAUREGARD backing full astern the vessel was coming free at 1823, but due to the tug pulling in surges the tow line parted. The tug refused to take another line and engaged in intermittent pushing maneuvers on the port quarter with negative results. When the tug attempted to run a line to the east breakwater for the BEAUREGARD to hold the stern to seaward the tug fouled its propeller and was unable to render further assistance and engine maneuvers alone were not sufficient to hold the BEAUREGARD's stern against the wind current. The wind and seas acted to force the stern of the BEAUREGARD to port and to continue with only ship's engine would result in more serious grounding.

11. At 2050 tug RB 13 returned and two other tugs, RB 12 and RM 17, were engaged to assist. Another attempt to run a line to the breakwater was unsuccessful and from 2225 until 0536 6 May 1967 the three tugs assisted the BEAUREGARD but were not able to free the vessel from the position to which it had shifted. As indicated by hand lead soundings at 0600 6 May 1967, the vessel was aground from stem to stern along the port side on a heading of 015° True with the bow bearing 242° True 80 yards from the end of the west breakwater. At 0702 6 May 1967 the tug RB 13 successfully ran a stern line from the BEAUREGARD to the east breakwater allowing the vessel to hold the stern against the seas and keep it from being driven further up on the beach. For the remainder of the day various unsuccessful attempts were made to free the vessel.

E-83  
Defendants Exhibit A

I.O. NY rpt. 5943-024664

12. The BEAUREGARD remained aground in this same position until 2108 (Zone +5) 8 May 1967 when it was refloated with the assistance of two tugs, the BORINQUEN and CAJO ROJO, of the Porto Rico Lighterage Co.
13. Underwater examination by ABS indicated the vessel as seaworthy to return to the United States for permanent repairs.
14. Drydock examination at Bethlehem Steel Shipbuilding and Drydock Co., Hoboken, N.J. revealed extensive bottom damage over the entire length of the vessel.
15. Repairs consisting of 76 shell plate renewals are being accomplished under the cognizance of the Officer in Charge, Marine Inspection, New York.

E-84  
Defendants' Exhibit A

I.O. NY rpt 5943-204664

-Conclusions-

1. That the BEAUREGARD grounded at the end of the west breakwater at the Port of Rio Haina, Dominican Republic at 1813 (Zone +5) on 5 May 1967 due to being set westward off the approach range by a sudden wind squall and a strong unusual inshore current. The wind increased in force at a time when the vessel was too close to the entrance breakwater to be able to maneuver and turn to seaward and the strong set of the current was encountered much closer to the entrance than normal.
2. That there is no evidence of any material failure.
3. That there is no evidence of any act of misconduct, inattention to duty, negligence or incompetence or willful violation of any law or regulation on the part of U.S. Coast Guard licensed or certified personnel. The pilot should have been aware and notified the master of the unusual current conditions, having traveled out through the harbor entrance by pilot launch. The navigational aids for the port are unreliable forcing greater dependence on the local harbor pilot. The master acted quickly and efficiently to save his vessel from the greater harm which would have resulted had passage of the entrance been attempted.
4. That there is no evidence of any violation of law or regulation relating to vessels.
5. That there is no evidence of any personnel of the Coast Guard or other U.S. Government agency having contributed to the casualty. There is no evidence of negligence on the part of the Dominican Government Harbor Pilot E. Torres.
6. The vessel could have been freed with negligible damage had there been adequate tugboat assistance and the vessel suffered greater damage as a result of the tug RB 13's inefficient maneuvers.

-Recommendation-

1. It is recommended that the case be closed.

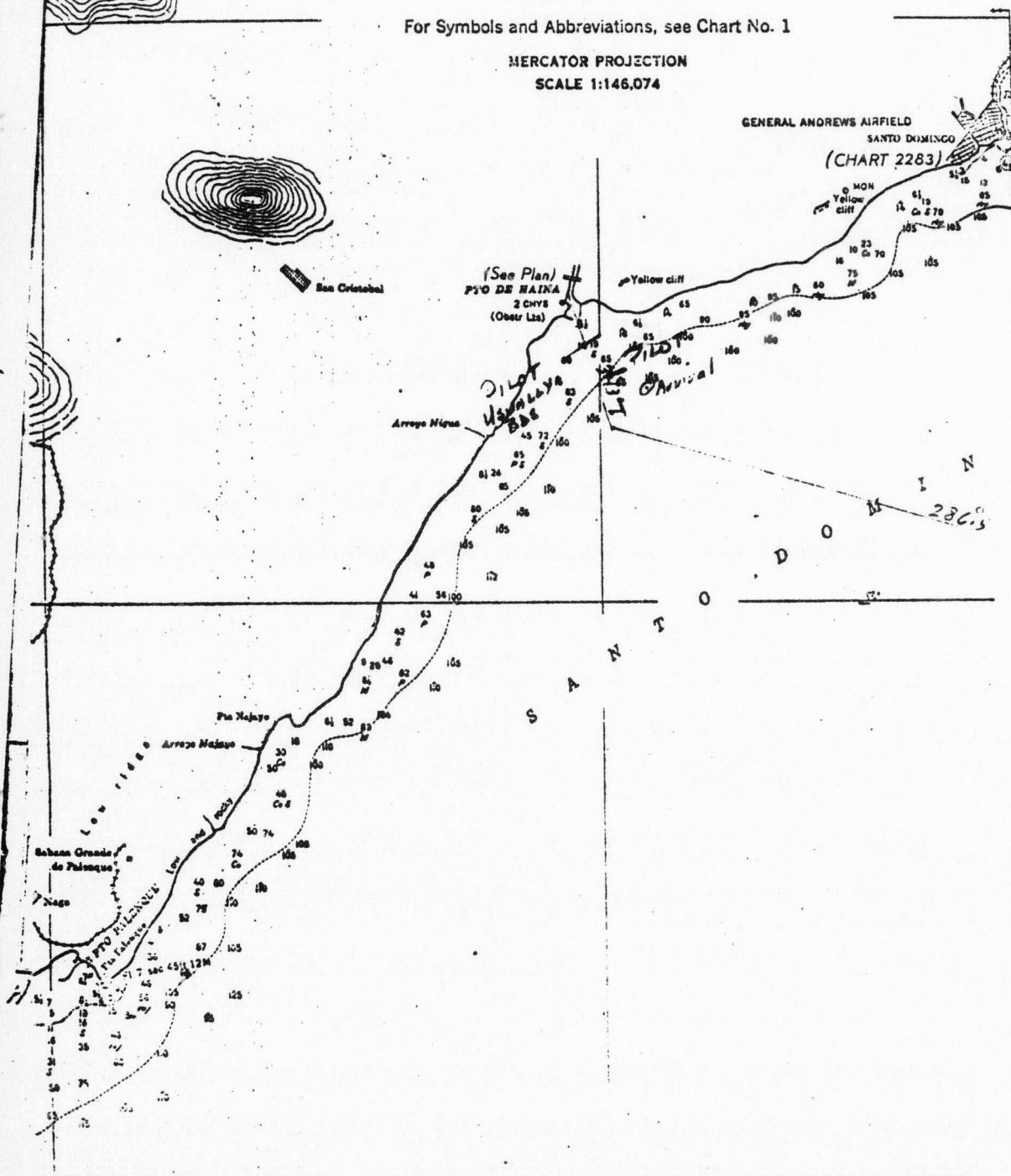
B.E. JOYCE  
ICDR, USCG

Encl: (1) HO Chart 2652 Plan  
(2) " " " "  
(3) Bethlehem Steel plate expansion SS BEAUREGARD  
(4) Master's statement  
(5) CG 2692

# BARAHONA TO SANTO DOMINGO

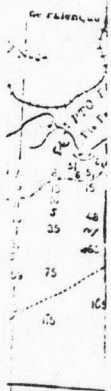
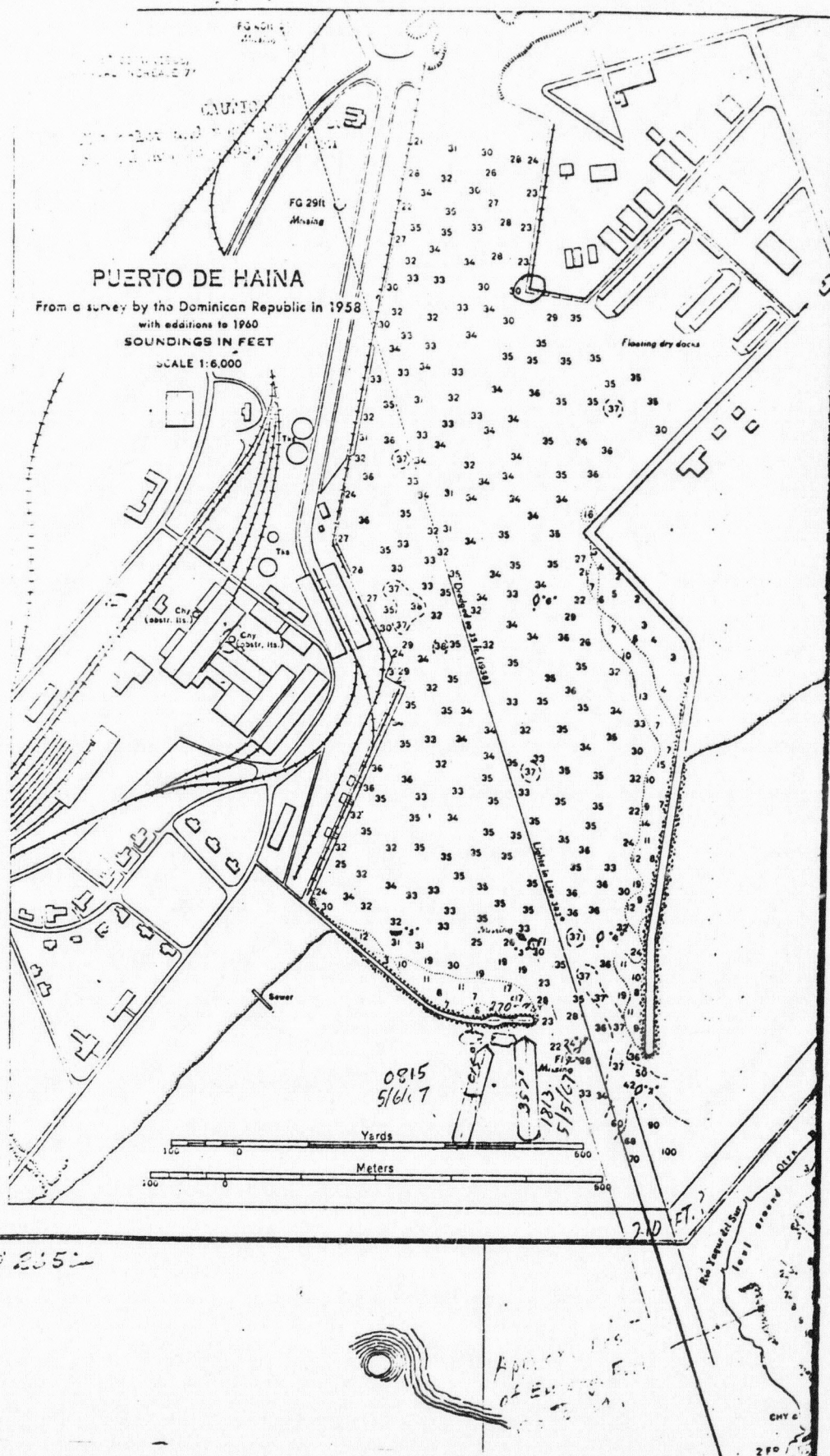
SOUNDINGS IN FATHOMS  
HEIGHTS IN FEET

MERCATOR PROJECTION  
SCALE 1:146,074

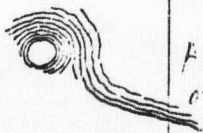


E-86  
Defendants' Exhibit A

reflector in Channel  
navigation



HO 2352



APPROXIMATE  
LOCATION

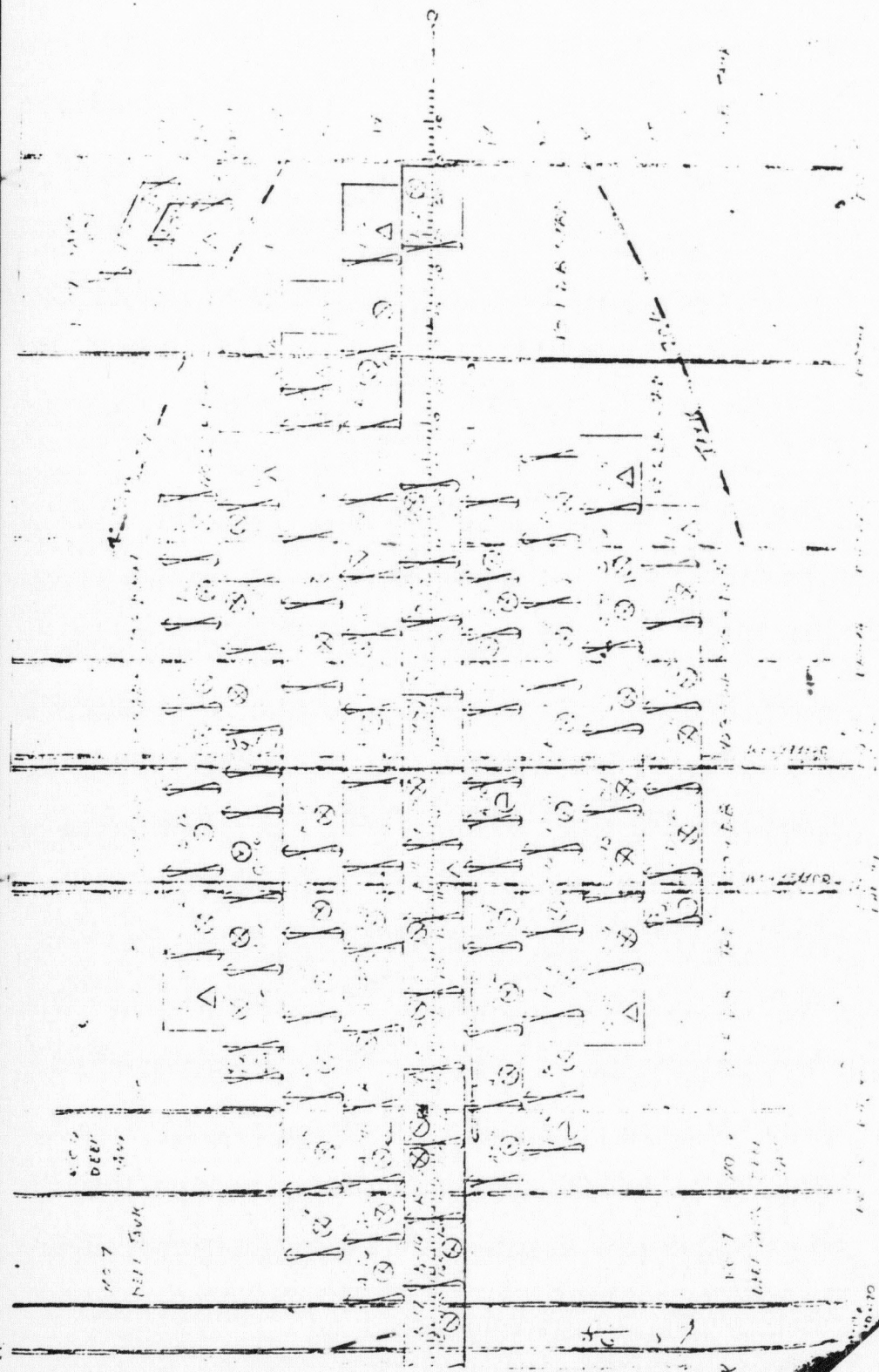
CHY 6

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**BETHLEHEM STEEL COMPANY**  
 1000 N. 10TH ST., PITTSBURGH, PA. 15222

ARD

SCALE



E-88  
Defendants' Exhibit A

12 May 1967

TO: W. T. Scott, Marine Operations  
FROM: S.S. "BEAUREGARD" - H.J. Boehm, Master, Voyage No. 319  
SUBJ: S.S. "BEAUREGARD" - Grounding, Rio Haina, D.R.

Approaching Rio Haina, D.R., on 5 May 1967, the Engine Room Telegraph was put S.B.E. at 1700. At 1716 speed was reduced to Full throttle. Arrival was taken at 1724 and speed reduced to Half Ahead. At this time heavy rain squalls were moving along the coast from East to West. At 1738 1/2, because the Harbor Entrance was obscured by rain, I turned the ship around. Government Pilot E. Torres boarded the vessel at 1748, and we headed in. At 1751 a second round turn was taken at my insistence as the Entrance was again obscured by heavy rain. At 1802 1/2 we could see both breakwaters and the buoys, so we headed in for the third time. After the last rain squall, the wind had slackened off, and the vessel was responding well to the wheel. When the vessel was only a few ship lengths from the No. 2 Nun Buoy off the East Breakwater, the wind from the ENE suddenly increased in force considerably, and the vessel began to set bodily to the westward. Apparently, the current setting across the Entrance was much stronger and further inshore towards the Entrance than the Pilot had anticipated. This, and the fact that the vessel failed to answer hard right wheel on account of the sudden strong ENE'ly wind squall, made it impossible to maneuver the vessel back into the channel. 1811, Emergency Full Astern was rung, and the starboard anchor let go. The bow grounded on the bottom about fifteen feet off the rock breakwater and about twenty feet to the westward of the eastern end of the Haina West Breakwater. The vessel did not have too much way on when she struck. The ship's head was 357° True. Our port bow was up against the stem of a wrecked tanker lying parallel to and against the Breakwater.

Dominican Tug "RB-13" took a line from our starboard quarter, and with a Full Astern bell at 1823, the vessel was coming free. However, the tug did not keep an even strain on the line and it parted at 1833. The "RB-13" refused to take another line, so he was asked to push on the port quarter. He did push at Number six hatch for one minute, 1842 to 1843, when he stopped in spite of our requests for him to continue. Finally, at 1848 he resumed pushing intermittently.

At 1925 I was in contact via Radiophone with Mr. R. Callie, Haina Sea-Land Representative. He stated he would keep the San Juan Sea-Land office informed, and from time to time during the night I gave him information to pass along. I was under the impression he was in telephone contact throughout the night.

When I first talked to Mr. Callie, he cautioned me of the possibility of the wind and sea increasing from the SE. This was my greatest concern, as I feared the stern would swing to the left, and the vessel would end up against the wrecked tanker with our stern ashore. Mr. Callie also said he was arranging for two more tugs.

The first of these, the "RB-12", arrived at 2018. However, in the meanwhile, since the "RB-13" was doing us no good pushing intermittently at Number Six Hatch, the Pilot had talked him into running a line to the East Breakwater in order to hold the stern up. Almost immediately, the "RB-13" got the line in his propeller. Therefore, when the "RB-12" arrived he took the "RB-13" in tow and both returned to the dock. By this time the anchor had dragged, and the vessel had set further to the westward. Eventually, the SS "BEAUREGARD" settled on a heading of 015° True, with the bow close to the wrecked tanker ahead and approximately 175 feet inshore of the east end of the West Breakwater. She remained in this position and on the same heading until floated at 2108, 8 May 1967.

The attached abstract of the Deck Log will inform you of the efforts made to refloat the vessel. In contrast to the Dominican Navy's assistance, the Tugs "BORINQUEN" and "CABO ROJO" of the Porto Rico Lighterage Company did excellent work aiding us.

E-89  
DEFENDANTS' EXHIBIT A

Too much credit cannot be given to the Captain Julio Mello for floating the S.S. "BEAUREGARD". His experience and knowledge of this type of operation was invaluable. Captain Fred Martin, Executive Vice President of the Port Rico Lighterage Company helped greatly with his advice. The ship's crew, especially the Deck Department, worked hard and long hours willingly without complaint.

A protest was noted before the U.S. Consul at Santo Domingo, D.R., and a Report of Vessel Casualty (CG-2692) was mailed to the Officer in Charge, Marine Inspection, U.S.C.G., Port of San Juan, P.R. Copies of these are attached.

Respectfully submitted,

S/ H.J. Boehm, Master  
S.S. "BEAUREGARD"

cc: ELIZABETH - W.G. Leback, Marine Operations  
Loss Prevention and Claims

E-90

## Defendants' Exhibit A

224644

TREASURY DEPARTMENT U. S. COAST GUARD CG-2632 (Rev. 4-61)		<b>REPORT OF VESSEL CASUALTY OR ACCIDENT</b>		Form Approved Budget Bureau No. 48-R1145 REPORTS CONTROL SYMBOL MVI-4017	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>INSTRUCTIONS</b></p> <p>1. An original and two copies of this form shall be submitted, without delay, to the Officer in Charge, Marine Inspection, in whose district the casualty occurred, or in whose district the vessel first arrived after such casualty.</p> <p>2. If the person making the report is a licensed officer on a vessel required to be manned by such officer, he must make the report in writing and in person to the proper Marine Inspector. If because of distance it may be inconvenient for such an officer to submit the report in person, he may submit the required number of copies by mail. However, to avoid delay in investigations, it is desired that reports be submitted in person.</p> </div> <div style="width: 50%;"> <p>3. This form should be completed in full; blocks which do not apply to a particular case should be indicated by "NA".</p> <p>NOTE: (1) Report all deaths and injuries, which, in aggregate, in excess of 72 hours, of CG-924E number or not there was a vessel casualty.</p> <p>(2) Attach separate Form CG-924E to this report for each person killed or injured and the vessel casualty reported herein.</p> </div> </div>					
10. Officer in Charge, Marine Inspection, Port of <b>San Juan, P. R.</b>				DATE SUBMITTED <b>9 May 1967</b>	
<b>I PARTICULARS OF VESSEL</b>					
1. NAME OF VESSEL <b>S. S. BEAUFORT</b>	2. OFFICIAL NUMBER <b>251,908</b>	3. HOME PORT <b>Wilmington, Del.</b>	4. NATIONALITY <b>U. S. A.</b>		
5. TYPE OF VESSEL (Frt., pass., trk., etc.) <b>Containership</b>	6. PROPULSION (Steam, diesel, etc.) <b>Steam</b>	7. GROSS TONNAGE <b>9,016</b>	8. REGISTERED LENGTH OR L.O.A. <b>168' - 00"</b>		
9. HULL MATERIALS <b>Steel</b>	10. YEAR BUILT <b>1943</b>	11. RADIO EQUIPMENT <input checked="" type="checkbox"/> TRANSMIT <input checked="" type="checkbox"/> RECEIVE <input type="checkbox"/> VOICE <input checked="" type="checkbox"/> CW (Key)			
12. (a) RADAR EQUIPPED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		13. (b) IF YES, RADAR OPERATING AT TIME OF CASUALTY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
13. (a) CERTIFICATE OF INSPECTION ISSUED AT PORT OF <b>New York, N. Y.</b>		14. (b) DATE CERTIFICATE OF INSPECTION ISSUED <b>16 February 1966</b>			
14. (a) NAME OF MASTER OR PERSON IN CHARGE (Indicate which) <b>Harold J. Booke, Master</b>		15. (b) DATE OF BIRTH <b>9 October 1913</b>		16. (c) LICENSED BY COAST GUARD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
15. (a) NAME OF PILOT (If on board at time of accident) <b>D. B. Coville, Pilot E. Torres</b>		16. (b) PILOT SERVING UNDER AUTHORITY OF LICENSE ISSUED BY <input type="checkbox"/> USCG <input type="checkbox"/> STATE <input checked="" type="checkbox"/> FOREIGN		17. (c) ADDRESS OF OWNER(S), OPERATOR(S), OR AGENT <b>P. O. Box 2000, Elizabeth, N.J. 07207</b>	
16. (a) NAME OF OWNER(S), OPERATOR(S), OR AGENT (Indicate which) <b>Operators Sea-Land Service, Inc.</b>					
<b>II PARTICULARS OF CASUALTY</b>					
17. (a) DATE OF CASUALTY <b>5 May 1967</b>		18. (b) TIME OF CASUALTY (Local or zone) <b>1813 (Local)</b>		19. (c) ZONE DESCRIPTION <b>E.S.T.</b>	
20. (d) TIME OF DAY <input type="checkbox"/> DAY <input type="checkbox"/> NIGHT <input checked="" type="checkbox"/> TWILIGHT					
21. LOCATION OF CASUALTY (Latitude and longitude; distance and TRUE bearing from charted object; dock, anchorage, etc.) <b>140 Haina, D.R., Harbor Breakwater Entrance (18°-24'-45"N., 70°-00'-30"W.)</b>					
22. BODY OF WATER (Geographical name) <b>Caribbean Sea</b>		23. RULES OF THE ROAD APPLICABLE <input checked="" type="checkbox"/> INTERNATIONAL <input type="checkbox"/> INLAND <input type="checkbox"/> GREAT LAKES <input type="checkbox"/> WESTERN RIVERS <input type="checkbox"/> OTHER (Specify)			
24. (a) DID CASUALTY OCCUR (b) IF YES, LAST PORT OF DEP. <b>San Juan, P. R.</b> (c) IF YES, WHERE BOUND WHEN CASUALTY OCCURRED <b>140 Haina, D. R.</b>					
25. (a) WEATHER CONDITIONS WHEN CASUALTY OCCURRED: <b>Cloudy with rain and wind squalls.</b> <input type="checkbox"/> CLEAR <input type="checkbox"/> PARTLY CLOUDY <input type="checkbox"/> OVERCAST <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> OTHER (Specify)					
26. (b) VISIBILITY (Miles, yds., ft., etc.) <b>2-11 mi</b>		27. (c) WIND DIRECTION <b>Varies to 140</b>		28. (d) FORCE IN KNOTS <b>15-25</b>	
29. (e) GUSTY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		30. (f) AIR TEMPERATURE <b>05</b>			
31. (a) SEA CONDITIONS WHEN CASUALTY OCCURRED <b>Rough</b>		32. (b) SEA WATER TEMP. (If available) <b>51</b>		33. (c) HEIGHT OF SEA <b>4 feet</b>	
34. (d) DIRECTION OF SEA <b>NE</b>		35. (e) HEIGHT OF SWELL <b>10-15 ft.</b>		36. (f) DIRECTION OF SWELL <b>NE</b>	
37. (a) NATURE OF CARGO (Specify) <b>General</b>		38. (b) AMOUNT OF DRY CARGO (Long tons) <b>3229</b>		39. (c) AMOUNT OF BULK LIQUID (Long tons) <b>None</b>	
40. (d) AMOUNT OF DECK LOAD (Long tons) <b>769</b>					
41. (a) DRAFT FORWARD <b>18' - 00"</b>		42. (b) DRAFT AFT <b>25' - 00"</b>			
43. (a) TYPES OF LIFESAVING EQUIPMENT USED, IF ANY <b>None</b>		44. (b) NO LIVES SAVED WITH LIFE-SAVING EQUIPMENT <b>None</b>		45. (c) LIFESAVING EQUIPMENT SATISFACTORY <input type="checkbox"/> YES <input type="checkbox"/> NO (If no, explain in item 34)	

PREVIOUS EDITIONS ARE OBSOLETE

(3 pages)

GPO: 1962 O-416847

BEST COPY AVAILABLE

E-91  
Deendants' Exhibit A

<p>27</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">CREW</th> <th style="width: 30%;">PASSENGERS</th> <th style="width: 40%;">OTHER (Specify)</th> </tr> </thead> <tbody> <tr> <td>NUMBER ON BOARD</td> <td>39</td> <td>0</td> </tr> <tr> <td>DEAD/MISSING</td> <td>0</td> <td>0</td> </tr> <tr> <td>INCAPACITATED (over 3 days)</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	CREW	PASSENGERS	OTHER (Specify)	NUMBER ON BOARD	39	0	DEAD/MISSING	0	0	INCAPACITATED (over 3 days)	0	0	<p>28</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>ESTIMATED LOSS/DAMAGE TO YOUR VESSEL</td> <td>\$ 500,000</td> </tr> <tr> <td>ESTIMATED LOSS/DAMAGE TO YOUR CARGO</td> <td>\$ 0</td> </tr> <tr> <td>ESTIMATED LOSS/DAMAGE TO OTHER PROPERTY</td> <td>\$ 0</td> </tr> </tbody> </table> <p>(Specify whether vessel, dock, bridge, etc.)</p>	ESTIMATED LOSS/DAMAGE TO YOUR VESSEL	\$ 500,000	ESTIMATED LOSS/DAMAGE TO YOUR CARGO	\$ 0	ESTIMATED LOSS/DAMAGE TO OTHER PROPERTY	\$ 0								
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<p>29 NATURE OF THE CASUALTY (Check one or more of the following. Give pertinent details in item 30.)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 50%;">COLLISION WITH OTHER VESSEL(s) (Specify)</td> <td style="width: 50%;">EXPLOSION/FIRE (Other)</td> </tr> <tr> <td></td> <td>GROUNDING</td> </tr> <tr> <td></td> <td>FOUNDER (Sinking)</td> </tr> <tr> <td>COLLISION WITH FLOATING OR SUBMERGED OBJECTS</td> <td>CAPSIZING WITHOUT SINKING</td> </tr> <tr> <td>COLLISION WITH FIXED OBJECTS (Piers, bridges, etc.)</td> <td>FLOODING, SWAMPING, ETC. WITHOUT SINKING</td> </tr> <tr> <td>COLLISION WITH ICE</td> <td>HEAVY WEATHER DAMAGE</td> </tr> <tr> <td>COLLISION WITH AIDS TO NAVIGATION</td> <td>CARGO DAMAGE (No vessel damage)</td> </tr> <tr> <td>COLLISION (Other)</td> <td>MATERIAL FAILURE (Vessel structure)</td> </tr> <tr> <td>EXPLOSION/FIRE (Involving cargo)</td> <td>MATERIAL FAILURE (Engineering machinery, including main propulsion, auxiliaries, boilers, evaporators, deck machinery, electrical, etc.)</td> </tr> <tr> <td>EXPLOSION/FIRE (Involving vessel's fuel)</td> <td>EQUIPMENT FAILURE</td> </tr> <tr> <td>FIRE (Vessel's structure or equipment)</td> <td>CASUALTY NOT NAMED ABOVE</td> </tr> <tr> <td>EXPLOSION (Boiler and associated parts)</td> <td></td> </tr> <tr> <td>EXPLOSION (Pressure vessels and compressed gas cylinders)</td> <td></td> </tr> </tbody> </table>		COLLISION WITH OTHER VESSEL(s) (Specify)	EXPLOSION/FIRE (Other)		GROUNDING		FOUNDER (Sinking)	COLLISION WITH FLOATING OR SUBMERGED OBJECTS	CAPSIZING WITHOUT SINKING	COLLISION WITH FIXED OBJECTS (Piers, bridges, etc.)	FLOODING, SWAMPING, ETC. WITHOUT SINKING	COLLISION WITH ICE	HEAVY WEATHER DAMAGE	COLLISION WITH AIDS TO NAVIGATION	CARGO DAMAGE (No vessel damage)	COLLISION (Other)	MATERIAL FAILURE (Vessel structure)	EXPLOSION/FIRE (Involving cargo)	MATERIAL FAILURE (Engineering machinery, including main propulsion, auxiliaries, boilers, evaporators, deck machinery, electrical, etc.)	EXPLOSION/FIRE (Involving vessel's fuel)	EQUIPMENT FAILURE	FIRE (Vessel's structure or equipment)	CASUALTY NOT NAMED ABOVE	EXPLOSION (Boiler and associated parts)		EXPLOSION (Pressure vessels and compressed gas cylinders)	
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<p>30 DESCRIPTION OF CASUALTY (Events and circumstances leading to casualty and present when it occurred. Attach diagram and additional sheets, if necessary.)</p> <p>At 1813, 5 May 1967, while being piloted by E. Torres, Dominican Government Pilot, and entering Rio Haina Harbor, the vessel failed to answer hard right wheel on account of a strong ENE'ly wind squall, causing the S. S. BEAUREGARD's bow to ground about 15 feet off and about 20 feet to the westward of the eastern end of the Rio Haina West Breakwater. At 1823, while the vessel was coming free, the tow line to the Dominican Tug "RB 13" parted and the vessel set further inshore (to the westward). The vessel was re-floated at 2108, 8 May 1967.</p>																											
<p>31 DAMAGE (Give brief general description and state if vessel is a total loss.)</p> <p>A further report will be submitted after surveys, drydocking, and repairs, if any.</p>																											
<p><b>III ASSISTANCE AND RECOMMENDATIONS</b></p>																											
<p>32 AUTO ALARM TRANSMITTED BY YOUR VESSEL: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>																											
<p>33(a) ASSISTANCE RENDERED BY STATIONS AND VESSELS (Include Coast Guard and other stations and vessels)</p> <p>D. R. Frigates "402" and "452" D. R. Tugs "RB 12", "RB 13", &amp; "RM 17" Commercial Tugs "Dorington" and "Cajo Rajo".</p>	<p>(b) OTHER ASSISTANCE RENDERED</p>																										
<p>34 RECOMMENDATIONS FOR CORRECTIVE SAFETY MEASURES PERTINENT TO THIS CASUALTY (Include explanation of unsatisfactory lifesaving equipment)</p>																											
<p>TITLE</p> <p>Master</p>	<p>SIGNATURE</p> <p><i>[Signature]</i></p>																										

## Defendants' Exhibit B

S.S. JACKSONVILLE

[REPORT OF CAPTAIN BOEHM, DATED OCTOBER 6, 1969]

October 6, 1969

My name is Harold J. Boehm. I reside at 6 Wayne Court, Edison, New Jersey. I have been going to sea for 35 years in various capacities. I have held my Masters license for 25 years, have sailed as Master for the same number of years, and at the present hold that position aboard the S.S. JACKSONVILLE.

On May 5th, 1967 I was Master of the S.S. BEAUREGARD and had been for about 2 years.

I remember the day well as it was then that the BEAUREGARD grounded while entering the harbor at Rio Haina. The weather was quite bad and worsening. We had to abort our approach twice due to heavy rain which obscured the harbor entrance and breakwaters. On the third approach, the visibility increased temporarily and we proceeded in again. The wind was from the E.N.E. When we were about 1,000 to 1,500 feet from the east breakwater on our starboard side, the wind suddenly increased. This, combined with a strong current across the mouth of the harbor entrance, set the vessel rapidly westward. She would not respond to hardright wheel and despite ringing emergency full astern and letting go the starboard anchor, we went hard aground just off the west breakwater not far in from the eastern end.

H. J. Boehm

E-93  
Defendants' Exhibit B

After assessing the situation, I knew immediate action had to be taken. We were hard aground and our port bow was against the hull of a broken up tanker lying parallel to the breakwater. The BEAUREGARD was practically perpendicular to the breakwater and I knew if the stern started swinging to port, she would wind up hard against the tanker in shoal water. The weather was bad and threatening to get worse. With the possibility of the wind and sea building up from the S.E. which would certainly push the stern around to port and next to the tanker, I knew if I did nothing, there was a good chance of losing the ship entirely.) The first tug on the scene was the tug R B 13, a local Dominican tug which was small but all I had. If handled right, I figured she could refloat us by pulling with an even strain from our starboard quarter. I knew there was a chance that the towing hawser would part; this is not an uncommon occurrence during salvage operations. I even considered the fact that if the towing hawser would part, the ship could be in a worse situation if her position relative to the tanker and shoal water was changed. Nevertheless, the tug R B 13 was given a line from our starboard quarter and within 20 minutes from the time we grounded, we were slowly coming free. Unfortunately, the tug permitted slack to develop in the hawser and 10 minutes after the towing commenced, the hawser parted. This allowed the <sup>stern</sup> to swing to the left and the vessel settled in a new position. Fortunately, we were able to hold her in that position until she was refloated on May 8th.

H. J. B.

E-94

*Defendants' Exhibit B*

I have read these three pages and they are true and correct.

Signed *H. J. Berlin*

Witnessed *J. M. Smith*  
*J. M. Smith*

October 6, 1969

*Gudith Holmes*

NOTARY PUBLIC OF NEW JERSEY  
My Commission Expires November 9, 1972

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Defendants' Exhibit C

ESTABLISHED 1878

[LETTER FROM DESPARD AND CO., INC. TO SEA-LAND SERVICE,  
DATED SEPTEMBER 18, 1969]

CABLE ADDRESS "DESPARD"  
TELEX 421643

DESPARD & CO., INC.

161 WILLIAM STREET  
NEW YORK, N. Y. 10038  
TELEPHONE 964-9100

INSURANCE BROKERS  
ADVISORS

ADJUSTERS OF AVERAGE  
WORLDWIDE SERVICE

September 18, 1969

Sea-Land Service, Inc.  
P. O. Box 1050  
Elizabeth, New Jersey 07207

Attention: Mr. J. H. Roethke,  
Claims Attorney

Gentlemen:

Our File No. 3-U-28  
S/S BEAUREGARD - Voy. 319  
Stranding - May 5, 1967

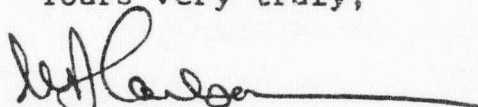
We refer to the Statement of General and Particular Average which we have prepared in this case and to our letter of July 24th to the American Hull Insurance Syndicate, a copy of which was directed to you.

We have today heard from the American Institute of Marine Underwriters per copy of their letter of September 17th enclosed, that they do not consider that all of the bottom damage was due to efforts to refloat, on the basis of the evidence supplied.

You will see from the last paragraph on the first page of the letter of September 17th, that the primary question is, whether the second position attained by the vessel was knowingly and intentionally risked by the Master in the effort to refloat. The American Institute of Marine Underwriters consider that unless acceptable evidence is forthcoming to answer this question affirmatively, their committee must recommend against approval of the bottom damage involved.

✓ We recommend that the Master of the vessel be contacted and that his statement be taken before a Notary Public. The case hinges upon his remarks.

Yours very truly,

  
W. A. Carlson  
Vice-President

CG  
Enc.

cc: Mr. C. E. Spitz,  
Vice-President

E-96

**Defendants' Exhibit D**

[LETTER FROM DESPARD AND CO., INC. TO J. F. LINDSAY,  
DATED NOVEMBER 7, 1968]

November 7, 1968

Mr. J.F. Lindsay  
76 Beaver Street  
New York, N.Y. 10006

Dear Mr. Lindsay:

Our File No.3-U-28  
S/S "BEAUREGARD" V.319  
Stranding- May 5, 1967  
Sea-Land Service, Inc.

As per our telephone conversation of this morning, we are pleased to enclose a copy of the Survey Report of Messrs. Ganly-Briggs, Inc. Should you have any further difficulty in reconciling the refloating damage with the vessels movements after grounding, we suggest that you discuss the matter with Mr. Ganly.

Very truly yours,

DESPARD & CO., INC.

H. L. Myerson  
Average Adjuster

HLM:tack  
(Encl.)

E-97

**Defendants' Exhibit E**

[LETTER FROM DESPARD AND CO., INC. TO MR. J. F. LINDSAY,  
DATED OCTOBER 28, 1968]

October 28, 1968

Mr. J. F. Lindsay  
76 Beaver Street  
New York, N.Y. 10006

Attention: Mr. Lindsay

Re: Our File No. 3-U-28  
SS. "BEAURECARD" V. 319  
Stranding - May 5, 1967  
Sea-Land Service, Inc.

Dear Mr. Lindsay:

We are pleased to enclose herewith a copy of the Salvage Association, London Survey Report No. 25140, a letter ~~for~~ *from* Mr. E. F. Ganly, Owners Independent Surveyor, dated October 9, 1968, the American Bureau of Shipping Report No. BA 21781, and the appropriate repair invoices:

It would be appreciated if you would comment on the following aspects of this case:

1. Would you please advise if you are in agreement with the Statements made by Mr. Ganly in his letter of October 9, 1968, that with the exception of the damage outlined on pages 23 to 25 in the Salvage Association, London Report No. 25140, the balance of the damage may be attributed to efforts to refloat the vessel.
2. Would you please mark the invoices for "thirds-off". The vessel was built in 1943 and converted in 1958.
3. It was noted in the vessel's log books that she had struck a pier on March 26, 1967, as per the American Bureau of Shipping Survey Report No. BA 21781. On page 2 of his letter of October 9, 1968, Mr. Ganly states that the damage was not in an area affected by the stranding casualty, and we would appreciate your remarks on this point.

cont. . . .

*Defendants' Exhibit E*

October 28, 1968

2

Mr. J. F. Lindsay

4. You gave us a sound value of \$2,200,000.00 as of May, 1967, and we would appreciate your formal certificate and invoice.

It would be appreciated if you would give this matter your best attention, as we hope to be able to issue the Adjustment within the next few weeks. Also, would you kindly return the invoices to us, as these are the only copies we have.

Yours very truly,

DESPARD & CO., INC.

HWM:pr  
enc

H. W. Myerson  
Average Adjuster

**Defendants' Exhibit F**

[LETTER FROM SEA-LAND SERVICE, INC. TO MR. W. CARLSON  
OF DESPARD AND CO. DATED JUNE 13, 1967, WITH ENCLOSURE]

June 13, 1967

Mr. W. Carlson  
Despard & Company  
161 William Street  
New York, New York 10038

Subject: S.S. Beauregard Grounding - Dominican Navy  
Salvage Assistance

Dear Sir:

This will confirm our telephone conversation of June 12, 1967, requesting your good offices attempt to arrange for Lloyd's agent in the Dominican Republic to diplomatically undertake to have the salvage bill from the Dominican Navy reduced to an amount bearing a proper relationship to effort, energy and cost expended and results obtained.

We attach, herewith, a copy of Mr. Collie's report of May 26, 1967, characterizing the events as they developed, together with a copy of the Dominican Navy's invoice in the amount of \$67,665.43.

Please keep us currently and promptly informed of all occurrences and assure yourself that Lloyd's agent fully understand our sensitive position as regards Sea-Land's relationship with the Dominican Republic and its Navy.

Sincerely,

SEA-LAND SERVICE, INC.

CES/las  
Enc.

C. Eugene Spitz, Director  
Loss Prevention & Claims

cc: ELIZABETH - K. G. Younger, Executive  
J. H. Roethke, Loss Prevention & Claims

E-100  
*Defendants' Exhibit F*

INTER-OFFICE CORRESPONDENCE

DATE: May 26, 1967

TO: ELIZABETH - Mr. C. E. Spitz, L.P. & C. ←

FROM: SANTO DOMINGO - R. J. Collie, Ops. Mgr.

SUBJECT: RESCUE OPS BEAUREGARD

With reference to your telex of recent date wherein you request a detailed listing of all circumstances and conditions relative to the use of Dominican Navy ships and tugs in the rescue operations of the Beauregard.

✓ In the first instance, because of the urgency in floating the Beauregard before she further beached herself, the Dominican Navy was asked by the undersigned on the evening of May 5th to cooperate to its fullest extent. This information was passed to Captain Mello in San Juan prior to his arrival here, who approved the request.

Capt. J. Mello arrived in Haina early on the morning of May 6th, and from thereon took charge of the rescue operations.

It is difficult to assess at this time the exact summaries of all conversations held with Navy representatives, however we were verbally informed that there would be a charge for their services, though no sum was mentioned at the time.

✓ As can be seen from the accompanying invoice, they do not go into detailed expenses, however, I did inform Capt. Mello on receipt of said invoice that I thought it was excessive. I made this same comment verbally to my brother-in-law, who is head of the Dominican Navy, who told me he had nothing to do with the billing and because of our family relationship did not, in any way, want to become involved in this matter.

Also on receipt of the bill I suggested to Capt. Mello we should return same with a stiff letter refusing to pay such a sum. However, Capt. Mello was of the opinion, and I agreed with him, that it would be bad policy to reject said invoice right away but that we should study it before coming to any decision that could alineate the Dominican Government against us.

The facts of the case are, insofar as the use of the Navy units are concerned, as follows:

Unit F-452 was brought by the Navy on 5/8 from the port of San Pedro de

E-101  
Defendants' Exhibit F

2

May 26, 1967

Macoris to help tow the Beauregard. At about 1635 it took hold of the insurance cable and broke it without actually doing any pulling. It was not used again.

Unit C-402. Was used on the afternoon of 5/6 or 5/7 for about three hours. It took a heavy line from the stern of the Beauregard and started pulling. Because of overheating of its engines it had to let go of the line and steam for port. It was not used again.

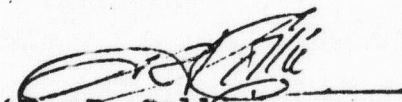
Tugboat RP-13. This unit rendered services during the morning of 5/6 but the Navy pulled it out of the salvage operation to render its normal service of attending the port of Santo Domingo.

Tugboat RM-17. This unit worked briefly during the three days, May 6, 7 & 8th. It was plagued by fuel pump trouble and had to continually abandon her position on the stern of the Beauregard. All told, I estimate she worked no more than 16 hours during the four days the Beauregard was aground.

Tugboat RP-12. This unit was used continually from the moment the Beauregard beached. Except for putting in at Haina briefly for food and fuel once, and to clear the water filter clogged by sugar cane residue another time, this unit was in full use throughout.

Though I have stated that the Navy invoice seems high, it is only a layman's opinion, as I have no experience whatsoever of what a salvage operation costs. I do know, though, that the Dominican Navy did place other units on standby alert as well as discharging two small landing craft in case we would have had to discharge some of the boxes in order to lighten ship.

As Capt. Mello was in charge of the rescue operations and in assistance to Capt. Boehm, Master of the Beauregard, he might have additional comments to make in connection with the Navy bill.

  
R. J. Collie

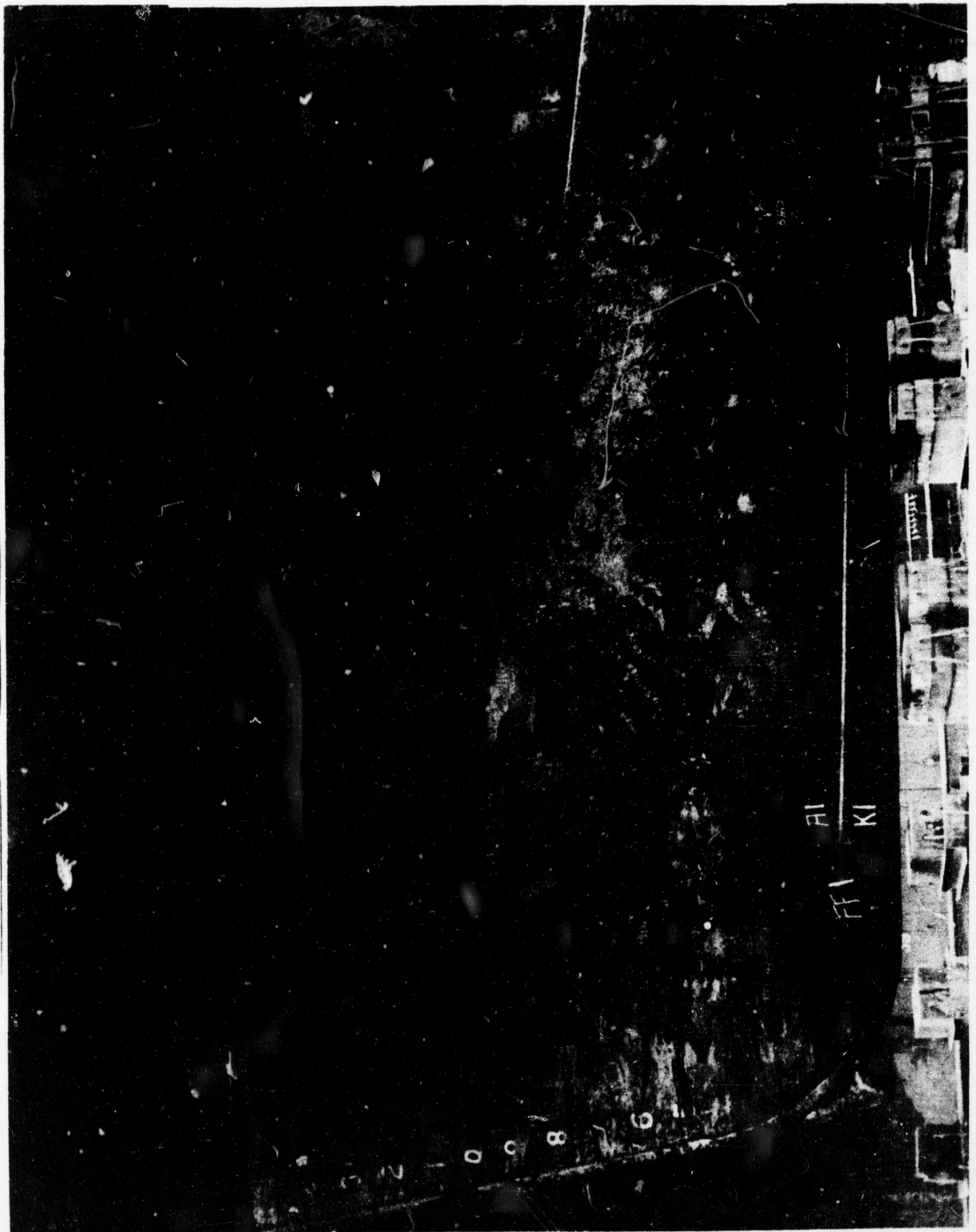
RJC:mip

cc ELIZABETH - Mr. P.F. Busby, Grl. Mgr.  
Capt. W. C. Leback, Marine Ops.  
SAN JUAN - Capt. J. Mello, Marine Ops.

E-102

**Defendants' Exhibit G**

[PHOTOGRAPH OF THE BEAUREGARD BOW WHILE ON DRYDOCK]



E-103

**Defendants' Exhibit E**

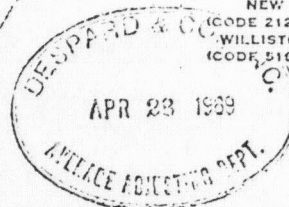
[LETTER FROM GANLY-BRIGGS, INC. TO DESPARD AND CO., INC.  
DATED APRIL 25, 1969; LETTER TO GANLY-BRIGGS, INC.  
FROM DESPARD AND CO., DATED APRIL 29, 1969; LETTER  
FROM GANLY-BRIGGS, INC. TO DESPARD AND CO., INC.,  
DATED MAY 9, 1969; LETTER FROM DESPARD AND CO., INC.  
TO MESSRS. GANLY-BRIGGS, INC., DATED JUNE 26, 1969;  
LETTER FROM GANLY-BRIGGS, INC. TO DESPARD AND CO.,  
INC. DATED JULY 2, 1969; SKETCH OF VESSEL'S POSITION;  
LETTER FROM DESPARD AND CO., INC. TO GANLY-BRIGGS,  
INC. DATED JULY 8, 1969]

CABLE ADDRESS:  
GANBRIGGS-WILLISTON PARK, N.Y.

TELEPHONE:  
NEW YORK  
(CODE 212) 545-3455  
WILLISTON PARK  
(CODE 516) 245-3717

*Ganly-Briggs, Inc.*

MARINE SURVEYORS  
275 HILLSIDE AVENUE  
WILLISTON PARK, L. I., N. Y. 11556



April 25th, 1969.

Mr. H. L. Myerson  
Average Adjuster  
Despard & Co., Inc.  
161 William Street  
New York, N. Y. 10038

Re: SS "BEAUREGARD" V. 319  
Stranding May 5, 1967  
Your file No. 3-U-28  
Our Case- 1810

Dear Mr. Myerson:

I have reviewed my notes and have discussed the damage with Mr. J. V. Sheridan, Jr., who attended the vessel throughout her repairs. Notes that I made at the time of survey show which items of damage on the bottom were sustained during the first grounding, the subsequent bumping and grinding during efforts to refloat and the damage due to rocking from side to side. Collision with the wreck caused damage that was also segregated.

*where?*  
The Survey Report shows the separation except that the damage caused by rocking was included under the general heading of damage caused by efforts to refloat.

Bottom plate markings showed heavy fore and aft scoring up forward, and after a section of undamaged plating, the rest of the bottom showed only a sideways motion to port combined with what appeared to have been a vertical bumping that set the plates and floors up bodily. The damage that was caused by rolling the ship was as follows: Stbd. C8, Stbd. C7, Stbd. C6, Stbd. C5, Stbd. D8, Stbd. D9, Stbd. D10, Stbd. D11, Stbd. D12, Stbd. D13, Port B16, Port B15, Port C6, half rolling and half efforts to refloat, Port C7, Port C8 half rolling, half efforts to refloat, Port C9, Port C12 half rolling, half efforts to refloat, Port C13, Port D14, Port D13, Port D12, Port D11, Port D10, Port D9, Port D8. Internals in way of these plates would follow the same segregation.

*Defendants' Exhibit H*

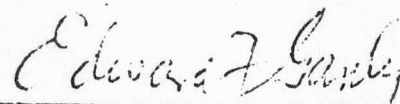
Mr. H. L. Myerson- Re:SS "Beauregard"

2.

I hope it will not be necessary to make a compilation of weights and cost involved in these repairs. In calculating costs all weights were added together and figured at the same price per pound to obtain one figure for all steel renewals. Other items of work were calculated individually.

You may note that the survey report includes the statement "At the forward end the damage showed that the vessel had grounded with forward speed, longitudinal scraping being noted as high as the 6-ft. waterline on both sides of the stem." During the unsuccessful efforts to refloat, with the ship free to pivot the sea only caused a change of heading of 18 degrees. I think these two observations show that had the vessel not tried to refloat when and as she did, she would have remained firmly fixed by the bow and would have suffered no further damage.

Very Truly Yours,



GANLY-BRIGGS, INC.

E-105  
*Defendants' Exhibit H*

April 29, 1969

Messrs. Ganly-Briggs, Inc.  
275 Hillside Avenue  
Williston Park,  
L.I.N.Y. 11596

Attention: Mr. E.F. Ganly

Dear Mr. Ganly:

Our File No.3-U-28  
S/S "BEAUREGARD" V.319  
Stranding May 5, 1967  
Your Case No.1810  
Sea-Land Service, Inc.

This will confirm our telephone conversation of April 29, 1969, in which we discussed the contents of your letter of April 25th. You will recall that there was some question in the writer's mind about the use of the word "rolling" in the third paragraph, and you confirmed that this referred to rocking by the cranes in attempts to refloat. Although you indicated that rolling was the proper term, we agreed that a clarification would be advisable so that there would be no doubt in the minds of those reviewing our Adjustment on behalf of cargo interests.

Very truly yours,

DESPARD & CO., INC.

H. L. Myerson  
Assistant Manager  
Average Adjusting Dept.

HLM:unc

E-108

Defendants' Exhibit A

ADDRESS:  
LIVESTON PARK, N.Y.

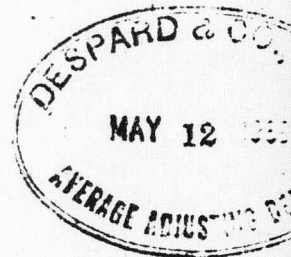
TELEPHONE:  
NEW YORK  
(CODE 212) 241-64  
WILLISTON PARK, N.Y.  
(CODE 518) 241-67

*Ganly-Briggs, Inc.*

MARINE SURVEYORS  
275 HILLSIDE AVENUE  
WILLISTON PARK, L. I., N. Y. 11596

May 9th, 1969  
Case No. 1810

Mr. H. L. Myerson, Assistant Manager  
Average Adjusting Dept.  
Despard & Co., Inc.  
161 William Street,  
New York, N. Y. 10038



Re: SS "BEAUREGARD" V. 319  
Stranding May 5, 1967  
Your file No. 3-U-28

Dear Mr. Myerson:

I have reviewed my notes and have discussed the damage with Mr. J. V. Sheridan, Jr., who attended the vessel throughout her repairs. Notes that I made at the time of survey show which items of damage on the bottom were sustained during the first grounding; the subsequent bumping and grinding during efforts to refloat and the damage due to rocking from side to side. Collision with the wreck caused damage that was also segregated.

The opinion which I formed while surveying the damaged plating was that certain damage had been sustained forward during the first grounding, that all the rest of the bottom damage had been sustained during bumping and sliding or grinding sideways while attempting to back clear and that by the time the vessel came to rest in her second position all the bottom damage had been done except for the bilge damage caused by rocking or rolling the vessel by use of the cranes.

where? The Survey Report shows the separation except that the damage caused by rocking was included under the general heading of damage caused by efforts to refloat.

Bottom plate markings showed heavy fore and aft scoring up forward, and after a section of undamaged plating, the rest of the bottom showed only a sideways motion to port combined with what appeared to have been a vertical bumping that set the plates and floors up bodily.

**E-107**  
**Defendants' Exhibit H**

Mr. H. L. Myerson,      Re: SS "BEAUREGARD" (cont'd.)

2.

The damage that was caused by rocking the ship was as follows:  
Stbd. C8, Stbd. C7, Stbd. C6, Stbd. C5, Stbd. D8, Stbd. D9, Stbd. D10,  
Stbd. D11, Stbd. D12, Stbd. D13, Port B16, Port B15, Port C6, half  
rocking and half efforts to refloat, Port C7, Port C8 half rocking, half  
efforts to refloat, Port C9, Port C12 half rocking, half efforts to re-  
float, Port C13, Port D14, Port D13, Port D12, Port D11, Port D10,  
Port D9, Port D8. Internals in way of these plates would follow the  
same segregation.

I hope it will not be necessary to make a compilation of  
weights and cost involved in these repairs. In calculating costs all  
weights were added together and figured at the same price per pound to  
obtain one figure for all steel renewals. Other items of work were cal-  
culated individually.

You may note that the survey report includes the statement  
"At the forward end the damage showed that the vessel had grounded  
with forward speed, longitudinal scraping being noted as high as the  
6-ft. waterline on both sides of the stem." During the unsuccessful ef-  
forts to refloat, with the ship free to pivot the sea only caused a change  
of heading of 18 degrees. I think these two observations show that had  
the vessel not tried to refloat when and as she did, she would have re-  
mained firmly fixed by the bow and would have suffered no further dam-  
age.

Very truly yours,

*Edward F. Ganly*  
\_\_\_\_\_  
GANLY-BRIGGS, INC.

## Defendants' Exhibit H

## DESPARD &amp; CO., INC.

161 WILLIAM STREET  
NEW YORK, N. Y. 10038INSURANCE BROKERS  
ADVISORS

TELEPHONE 984-9100

ADJUSTERS OF AVERAGE  
WORLDWIDE SERVICE

June 26, 1969

Messrs. Ganly-Briggs, Inc.  
275 Hillside Avenue  
Williston Park  
L.I.N.Y. 11596Attention: Mr. E.F. GanlyRe: Your Case No. 1810  
Our File No. 3-U-28  
Stranding May 5, 1967  
Sea-Land Service, Inc.

Gentlemen:

We have had another meeting with the examiner on behalf of the American Institute of Marine Underwriters, and he has requested the following additional information:-

- ✓ 1. In your letter of May 9, 1969, the last paragraph of page 1 mentions "sideways motion to port". Apparently with the wind blowing from the North West, considering the vessels initial position of 357° and final position of 160°, she would have had to move to starboard; the question therefore arises why there was not sideways motion to starboard. The examiner has requested a fuller explanation of this movement.
- ✓ 2. Again in the same paragraph, mention is made of a "vertical bumping that set the plates and floors up bodily". The examiner has inquired whether this might not have occurred during the stranding as a result of the 10ft. swells mentioned in the deck log at 2015 hours.
- ✓ 3. The examiner has again asked for confirmation that all the damage shown as refloating damage in your Survey Report occurred after the line to the Tug "RB 13" broke. It seems quite clear to us that this is so, but for the sake of the record would you repeat it once more.

Very truly yours,

H. L. Myerson  
Assistant Manager  
Average Adjusting Dept.

mck

cc: Sea-Land Service, Inc. Att: Mr. J.H. Roethke, Claims Attorney

*Ganly-Briggs, Inc.*

MARINE SURVEYORS  
275 HILLSIDE AVENUE  
WILLISTON PARK, L. I., N. Y. 11596

July 2, 1969

Mr. H. L. Myerson, Asst. Manager  
Average Adjuster Dept.  
Despard & Co., Inc.  
161 William Street  
New York, N. Y. 10038

Re: SS "Beauregard"  
stranding May 5, 1967  
Ref 3-U-28  
Our case #1810

Dear Mr. Myerson:

In answer to your letter of June 26, 1969 I have this to say:

1. Sideways Motion - The vessel moved to port. The bottom damage indicated this and nothing else. As the vessel went to port she changed heading slightly to starboard but the bodily motion was to port. For your information I enclose a copy of a sketch I made at the time of my first visit to the vessel which shows what happened. It was the sea and not the wind that pushed the vessel sideways.
2. Vertical Bumping - I have been on board a vessel that was aground in a swell and can say that those on board know where the vessel is striking and when she strikes. It was reported that there was no bumping at the place of first stranding and I have no reason to dispute this. There was bumping as the vessel went from first refloating to place of final resting and at the place of final resting.
3. All damage which occurred after the tug line broke is labelled "refloating" damage - or conversely all refloating damage occurred after the tug line broke.

Very truly yours,



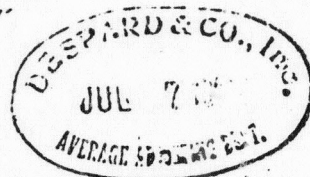
E. F. Ganly

Enclosure *with sketch*

cc Sea-Land Service, Inc. Att: Mr. J. H. Roethke, Claims Attorney

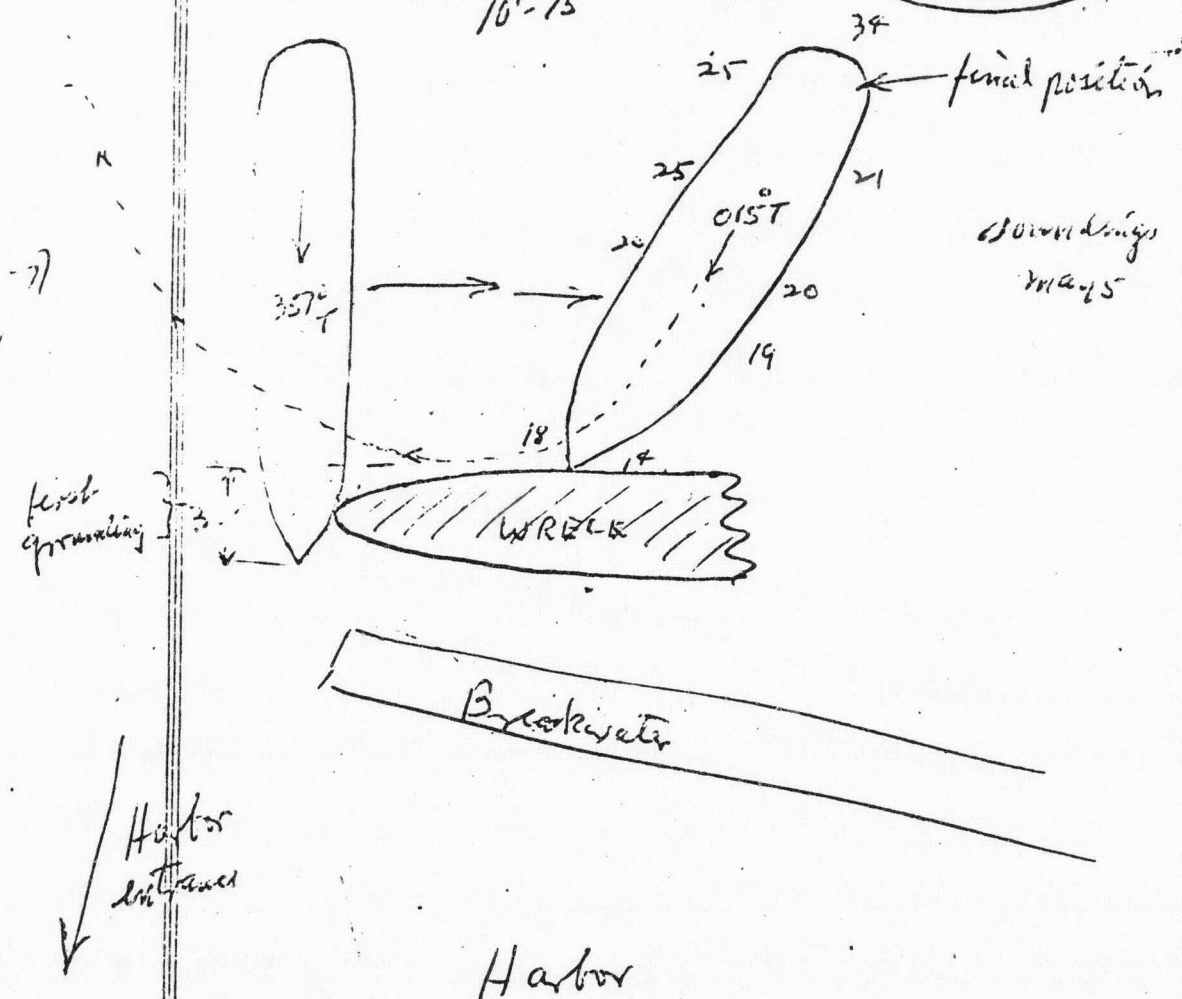
E-110  
Defendants' Exhibit H

Craft going on F 18-09-3  
H 25-09-3



Actual  
path

Heavy metal  
10'-15'



no soundings taken on first grounding - Tow barge still  
float started to back off and tow line parted. Backed clear but  
drifted ~~back~~ further ashore in direction of arrow Boat  
disappears

For final refloating de ballasted forward and floated bow -  
then ballasted bow and tipped by bow refloating stern -  
(also used vessel with cranes)

**DESPARD & CO., INC.**

161 WILLIAM STREET  
NEW YORK, N. Y. 10038

TELEPHONE 964-9100

INSURANCE BROKERS  
ADVISORS

ADJUSTERS OF AVERAGE  
WORLDWIDE SERVICE

July 8, 1969

Messrs. Ganly-Briggs, Inc.  
275 Hillside Avenue  
Williston Park  
L.I.N.Y. 11596

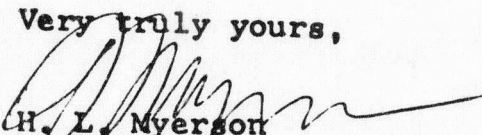
Attention: Mr. E.F. Ganly

Re: Your Case #1810  
Our File No. 3-U-28  
S/S "BEAUREGARD"  
Stranding May 5, 1967  
Sea-Land Service, Inc.

Gentlemen:

Thank you for your letter of July 2nd, 1969, and the enclosed sketch. We are forwarding this to the American Hull Insurance Syndicate, and will subsequently advise you if they have any further comments to make about the technical aspects of the refloating operations.

Very truly yours,

  
H. L. Myerson  
Assistant Manager  
Average Adjusting Dept.

mck

cc: Sea-Land Service, Inc. Att: Mr. J.H. Roethke, Claims Attorney

## Defendants' Exhibit 8

[LETTER FROM EL MORRO, MARINE SERVICE AND SALVAGE  
COMPANY TO SEA-LAND SERVICE OF P.R. INC.,  
DATED MAY 12, 1967]

# El Morro Marine Service & Salvage Company

P. O. Box. 3254  
San Juan, Puerto Rico, 00904  
May 12, 1967

Around The Clock  
Professional Service

Cable El Morro  
Telephone 724-3982

Sealand Service of P.R., Inc.  
P.O. Box 1552  
San Juan, Puerto Rico

Gentlemen:

While in my office on the morning of May 6, 1967, I, the undersigned, received a telephone call from Mr. Bob Griffin of Sealand Services of P.R., Inc. requesting the services of El Morro Marine Service & Salvage Company to survey the S/S BEAUREGARD grounded at Rio Haina Harbor entrance. Mr. Harry Pierce then discussed with me making arrangements to take the Caribair flight #405 from San Juan to Santo Domingo, Dominican Republic that afternoon.

Arrangements were made and we arrived in Santo Domingo at 1600 hours. The trip from there to Rio Haina was made by publico. Arriving at the Sealand terminal, we transferred the necessary equipment to a Sealand truck which transported it to the west side breakwater of the channel entrance. A small boat took us to the S/S BEAUREGARD. An underwater survey was made immediately after arrival on board.

The ship was found to be resting on a flat rock ledge, with large graystone boulders and small granite rocks strewn about in gray sand. The accessible part of the outer skin showed some indentations. The port rolling keel was bent upwards in two places. After completing the underwater survey I was informed by the ship's engineers that the vessel was not making water. The ship itself lay on a compass heading of 016 degrees magnetic and 015 degrees gyro. The sea was moderately rough with ground swells approximately 3 to 5 feet running on the starboard side. The ship was resting steady in her rock bed, grounded from hatch #1 to the end of hatch #7. An occasional heavy swell jolted her.

Mr. Harry Pierce and I made the decision to stabilize the vessel until we could set the anchors while awaiting the arrival of the tugs. The filling of the empty tanks with sea water for additional steadying weight was begun at approximately 1930 hours. Mr. Pierce and I then went ashore to discuss the condition of the vessel with the Sealand representative, Captain Julio Mello.

On Sunday, May 7, 1967, we returned to the S/S BEAUREGARD at 0800 hours. A diving team operating from a small boat surveyed the ocean floor adjacent to the vessel, checking for obstructions to the refloatation of the ship. An underwater inspection of the

*Defendants' Exhibit S*

vessel indicated that it had remained stationary during the night and that the water had a minimum depth of 30 feet on the starboard side. The bow of the vessel was about 1 to 3 feet clear of the bottom to approximately hatch #1. The stern was approximately 4 to 5 feet clear of the bottom from hatch #7 to the skag. The inspections were completed approximately at noon.

We then agreed to run the ship's starboard anchor out to the channel approximately 5 shots away in a Southeasterly direction. This operation was begun with the ship's crew and at 1400 hours the tugs BORINQUEN and CABO ROJO arrived. I boarded the CABO ROJO and attempted to set the anchor as planned. The hauling line of the anchor parted and it was necessary for the divers to secure a cable to the anchor. This was completed at approximately 1700 hours; the anchor was hauled out 5 shots in an East-Southeasterly direction and the cable parted due to rough seas. The anchor was in a relatively good position and it was agreed that it remain where it was.

The tugs BORINQUEN and CABO ROJO then attached hawsers to the stern of the S/S BEAUREGARD and attempted to tow the vessel free. A Dominican steam tug attached a line to the vessel's bow to assist with this operation. It was released from service shortly thereafter due to a mechanical malfunction. The tide was high with ground swells increasing. Ballast was being pumped out. This operation continued throughout Sunday night.

It was agreed on Monday morning that the tugs maintain a holding position to steady the vessel until an 8,000 HP Dominican Navy corvette arrived to assist. During this time the ship's crew broke out the 1-3/4 inch insurance cable and secured it to the after bitts to be used by the corvette as a towing hawser. Meanwhile the Tugs BORINQUEN and CABO ROJO were relieved until 1300 hours when they were made fast to the stern. The corvette arrived at 1400 hours with two Dominican Navy tugs. I then boarded one of the Dominican tugs to haul the insurance cable to the corvette. This operation was completed at 1700 hours. Towing was begun by four of the assisting vessels and shortly thereafter the insurance cable parted. At 1800 hours I returned to the S/S BEAUREGARD's bridge and observed that the bow of the vessel was moving approximately 2 to 3 degrees. Hauling on the previously set starboard anchor was begun and the ship's position was changed to 020 degrees. The increasing swells and continued hauling on the starboard anchor brought the ship's position to 037 degrees. Soundings taken along the vessel indicated she was moving into deep water on the starboard side.

When the chain was 3 shots in the hawse pipe a Dominican (600 HP Cat.) tug was requested to make fast to the bow and assist with the pulling. Instead the Dominican (600 HP Cat.) was made fast to the bow of the tug BORINQUEN. The ship continued to move to

*Defendants' Exhibit S*

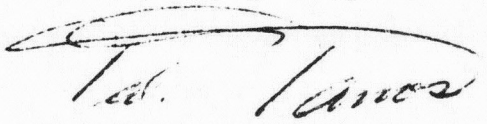
047 degrees with 2 shots of chain from the wildcat. The anchor became free from the ocean's bottom and the bow of the vessel swung back to 035 degrees. At this time the Dominican (600 HP Cat.) Navy tug was secured to the bow of the ship. The ship began to move back into deep water to 045 degrees. The tug CABO ROJC was secured to the bow also and the ship slowly continued to swing into deep water.

At 2120 hours the S/S BEAUREGARD was floating free and proceeded under her own power to open ocean. Soundings were taken of the tanks throughout the night to ascertain her watertight integrity. At 0500 hours on May 9 she proceeded to Rio Haina Harbor, Dominican Republic and berthed port side to the pier.

At 0730 hours the underwater diving team prepared to inspect the damage to the ship's outer skin, stem to stern, port to starboard sides. This inspection was facilitated by one man on the pier and one man on the vessel's starboard side holding a line running beneath the ship. As the surveying team moved under the ship the line was moved aft at about 10 foot intervals according to the divers' signals. (Survey of the ship's bottom outer skin in separate folder.)

I certify the above took place from Saturday, May 6, 1967 through Tuesday, May 9, 1967 in Rio Haina Harbor and adjacent waters in the Dominican Republic.

Very truly yours,

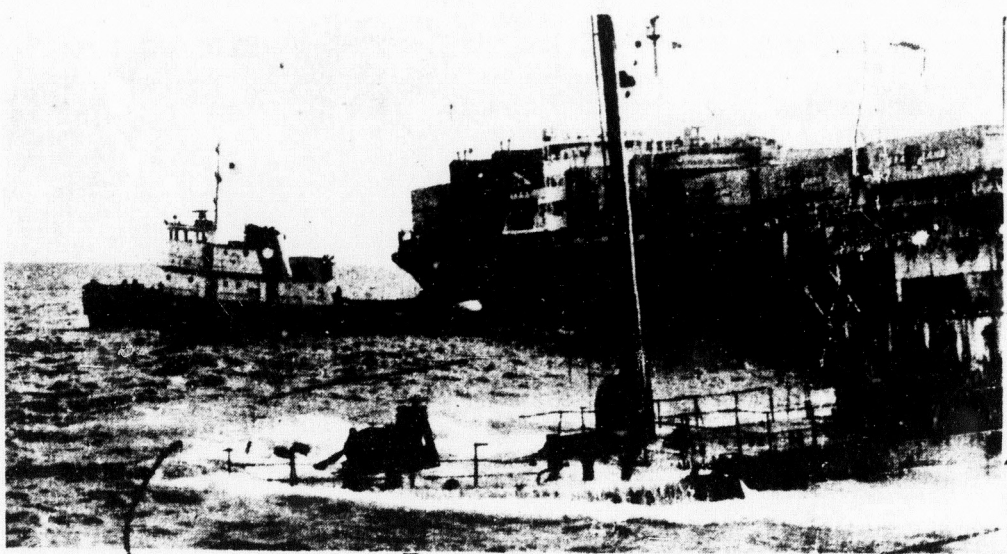


Ted Tanos

E-115

**Defendants' Exhibit T**

[PHOTOGRAPH IN THE SPANISH NEWSPAPER]



RECORD PRESS, INC., 95 MORTON ST., NEW YORK, N. Y. 10014—(212) 243-5775

VESSEL		VOYAGE		AT		OR ENROUTE FROM		TO		DATE	
Beauregard		319		Cape R. Haina W. Breakwater						May 6 1967	
TIME	COURSE	ERROR	LOG	VISIB	WIND	BAR	TEMP	SEA	LOOKOUT	CHARGE OF TIME	ZONE + 5 DAY
GYRO. STAND.	W.H.	GYRO. STAND.	(R.P.M.)	BILITY	DIRECTION FORCE	OMETER	DRY WET	TEMP.	NAME		SATURDAY
0200				G	NNW 2	30.06	73	70	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
0400				G	NNW 3	30.06	73	70	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
0600					N 2-3	30.06	74	71	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
0800	Peculiar cloudy				NEXE 2-3	30.06	81	73	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
1000					NEXE 3	30.06			ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
1200	Partly cloudy				NEXE 2	30.06	80	76	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
1400				G	ESE 4	30.06	86	84	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
1600				G	WNW 3	30.06	75	73	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
1800					WNW 3	30.06	76	72	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
2000	Cloudy. Mod rain at times				N-NW 2	30.07	73	71	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
2200				Good	NNE 2	30.08	70	69	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
2400	Cloudy light rain			Good	NNE 2	30.08	70	69	ADOC	0000-0400 0000 Agad. 2 At Break Cape R. Haina W. Breakwater. Two Tugs Fast Co. 5/6 in Breakwater.	
OBSERVED LATITUDE			LENGTH OF DAY			REVOLUTIONS			PER MINUTE		
OBSERVED LONGITUDE			EXPLANATION			NOZZLES			BARRELS		
COURSE			TOTAL			FUEL CONSUMED			BARRELS		
DISTANCE			DETENTION			FUEL ON HAND			BARRELS		
AVERAGE SPEED			STEAMING			FRESH WATER CONSUMED			TONS		
MILES FROM			TIME AT SEA			FRESH WATER ON			TONS		
MILES TO			DAYS			WATER DISTILLED			TONS		
8 P.M. MILES TO						SLIP					
BALLAST TANKS			CARGO DATA								
NO.	D.B.	D.T.	W.T.	F.P.	A.P.	CONTAINERS	VEHICLES	BREAK BULK			
	FULL	EMP.	FULL	EMP.	FULL	REEFER	NUMBER	LOOSE TON			
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
TOTAL UNITS			TOTAL LONG TONS			GROSS TOTAL					
DRAFT			VERTICAL MOMENTS								
A.M.			P.M.			LONG. MOMENTS					
FORWARD			AFT			GROSS TONS					
MEAN			MEAN			G.M.					
SEA WATCHES SET			SEA WATCHES BROKEN			TIME					
RUNNING LIGHTS			OTHER LIGHTS								
BURNING			NAME								
MIDNIGHT TO			PM TO MIDNIGHT								
REMARKS			CREW ENGAGED IN FOLLOWING WORK								
1700 Notice Postal at Conway. No Shore Leave. Pratique not granted. 18.			1200 Started general alarm, gyro alarm + running light + equipment found in								
2200 Finish ballasting #1 tank. 2400.			sufficient good working order. CP 30.								
SIGNED			APPROVED								
CHIEF OFFICER			MASTER								

VESSEL <u>BEAUREGARD</u> VOYAGE <u>319</u> AT <u>OFF RIV HAINA W. BREAKWATER</u> OR															ENROUTE FROM		TO		DATE <u>MAY 7</u> 19 <u>67</u>	
TIME	COURSE			ERROR		LOG (R.P.M.)	VISI-BILITY	WIND		BAR-OMETER	TEMPERATURE		SEA TEMP.	LOOK OUT	RATING	CHANGE OF TIME	ZONE +5	DAY <u>SUNDAY</u>		
	GYRO.	STAND.	W.H.	GYRO.	STAND.			DIRECTION	FORCE		DRY	WET							TIME	NAME
0200							G	NW	3	30.03	72	69		MIRANDA	A.B.	0000-0400: 0000 Arrived As Before. OFF RIV HAINA W. BREAKWATER. 0400 SCATTERED CLOUDS. SHORT, LOW ESE'ly SWELL. BILGE SOUNDING TAKEN HOURLY. C. Prochuntz 3/6.				
0400							G	NNW	3	30.02	72	69		JOHN	A.B.					
0600								NNW	2	30.03	73	71		Andersson	O.S.					
0800							NW-NW	2	30.05	77	72		Pupples	A.B.						
1000																0600 0800 Vessel remains grounded. 0600 start pump out #1 DT. per Stat Engineer instructions. 0730 stopped discharge ballast pump #1 DT as vessel commenced pounding slightly. cloudy with low SE-SE'ly swell. 1st Party OFFICER ON WATCH				
1200							Good	EXS	1-7	30.05	66	76								
1400							G	SE	3	30.00	PF	80								
1600							G	SE	3	29.97	84	77								
1800							G	SE	2-1	30.00	81	76		Cute	A.B.	1100-1200 Capt Mills Sea Land Marine Dept. 0830. H. Packer Port Eng. and Mr. TED THOMAS FROM ELBERRON MARINE SURVEY abd. @ 0910, Position bearing check. No change. 1200 Vessel awaiting arrival tug, occasional light pumping. 1200-1600: Mr. G. FURIA, THIRD ASST. ENGR. Given CORRECT TIME AT 1200. 1355 Pilot E. TERRIS AND 1425 MASTER, CAPT. MALLON & PILOT ON BRIDGE. 1429 TUG CARO ROJO NOW DRAINING OFFICER ON WATCH. Vessel's STEEL ANCHOR TO POSITION ABRAHAM 3 HAINA. AGENT 200 FT. OUT. 1438 TUG HANSE A PARTS. 1456 Mr. L. ROBERTS 3/6. Now ON BRIDGE. Mr. C. PROCHUNTZ 3/6. Now STANDING BY ON STERN WITH CHIEF MATE. 1508 TUG BORINGHAM Fast ON SLP. 1525 TUG CARO ROJO CONTINUES DRAINING CUT. STEEL ANCHOR. 1540 SIX SHOTS ON STEEL CHAIN OUT. TUG NOW GOING AFT. X. 1600 Cloudy. Low Med. SE'ly SWELL. BILGE SOUNDING TAKEN HOURLY. CONTINUED. OFFICER ON WATCH. PREPARING TO ATTEMPT TO MOVE VESSEL. C. Prochuntz 3/6.				
2000							G	N	1-2	30.02	78	75		Andersson	A.B.					
2200							G	VON	1-2	29.99	76	72		SARMENTO	O.S.					
2400							G	ENE	2	29.99	73	69		GOETZGEBER	A.B.					
OBSERVED LATITUDE <u>0</u> LENGTH OF DAY EXPLANATION HOURS MINUTES NOZZLES															FUEL CONSUMED BARRELS					
OBSERVED LONGITUDE <u>0</u> TOTAL															FUEL ON HAND BARRELS					
COURSE MILES DETENTION															FRESH WATER CONSUMED TONS					
AVERAGE SPEED KNOTS STEAMING															FRESH WATER ON HAND TONS					
MILES FROM TIME AT SEA															WATER DISTILLED TONS					
MILES TO DAYS HOURS MINUTES															SLIP					
8 P.M. MILES TO																				
CARGO DATA																				
NO.	BALLAST TANKS						CONTAINERS			VEHICLES NUMBER	BREAK BULK LONG TON									
	D.B.	D.T.	W.T.	F.P.	A.P.		DRY	REEFER	EMPTY											
1	FULL	EMP.	FULL	EMP.	FULL	EMP.														
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				
TOTAL UNITS →												GROSS TOTAL LONG TON								
TOTAL LONG TONS →																				
DRAFT												VERTICAL MOMENTS								
A.M. P.M.												LONG. MOMENTS								
FORWARD FT. IN. FORWARD FT. IN.												GROSS TONS								
AFT FT. IN. AFT FT. IN.												G.M.								
MEAN FT. IN. MEAN FT. IN.												SEA WATCHES SET								
												SEA WATCHES BROKEN								
RUNNING LIGHTS												OTHER LIGHTS								
BURNING																				
MIDNIGHT TO AM												NAME								
PM TO MIDNIGHT												BURNING								
REMARKS <u>1540 COMMENCE PUMPING OUT BALLAST #1 DT + #4 DT C.P. 3/6.</u>																				
SIGNED <u>[Signature]</u> CHIEF OFFICER APPROVED <u>[Signature]</u> MASTER																				

1100-1200 Capt Mills Sea Land Marine Dept. 0830. H. Packer Port Eng. and Mr. TED THOMAS FROM ELBERRON MARINE SURVEY abd. @ 0910, Position bearing check. No change.

1200 Vessel awaiting arrival tug, occasional light pumping.

1200-1600: Mr. G. FURIA, THIRD ASST. ENGR. Given CORRECT TIME AT 1200. 1355 Pilot E. TERRIS AND 1425 MASTER, CAPT. MALLON & PILOT ON BRIDGE. 1429 TUG CARO ROJO NOW DRAINING OFFICER ON WATCH. Vessel's STEEL ANCHOR TO POSITION ABRAHAM 3 HAINA. AGENT 200 FT. OUT. 1438 TUG HANSE A PARTS. 1456 Mr. L. ROBERTS 3/6. Now ON BRIDGE. Mr. C. PROCHUNTZ 3/6. Now STANDING BY ON STERN WITH CHIEF MATE. 1508 TUG BORINGHAM Fast ON SLP. 1525 TUG CARO ROJO CONTINUES DRAINING CUT. STEEL ANCHOR. 1540 SIX SHOTS ON STEEL CHAIN OUT. TUG NOW GOING AFT. X. 1600 Cloudy. Low Med. SE'ly SWELL. BILGE SOUNDING TAKEN HOURLY. CONTINUED. OFFICER ON WATCH. PREPARING TO ATTEMPT TO MOVE VESSEL. C. Prochuntz 3/6.

1600-2000 1605 Tug Caraboya fast to. 1610 Tug Haina fast to. 1610 Full steam all tugs pulling vessel. engine further maneuvering per ball book attempting to free ship. 1700 Tug Haina let go. Periodic attempt during watch to free vessel as ballast continues to be discharged. 1754 #1 DT empty start pump out #1 D. Ball. Partly cloudy with low SE'ly swell at close of watch hourly soundings taken. 1st Party OFFICER ON WATCH

2000-2400 OFFICER ON WATCH

2127 Tug Cabo Raja stranded towing. 2150 Resumed pumping on Tug. 2320 #1 DT empty. Started pumping out #2 DT. Tugs continue pumping throughout. Hatched partly cloudy. Slight SE'ly swell occasional light pumping. 1st Party OFFICER ON WATCH

REPORTS OF INSPECTIONS, DRILLS, TESTS

0730 To 1030 Mr. TED THOMAS MADE inspection STEEL SIDE below WATER LINE. LTR.

1200 tested general alarm, app. alarm, & running etc. & equipment found in excellent good working order. C.P.

FOUR PEAK 27

CREW ENGAGED IN FOLLOWING WORK:

VESSEL				VOYAGE				AT				OR				ENROUTE FROM				TO				DATE			
BEAUFORT				219				Off R. Hains w. BREWSTER												May 8, 1967							
TIME	GYRO	STAND.	W.H.	GYRO	STAND.	LOG R.P.M.	VISIBILITY	DIRECTION	FORCE	BAR. O.METER	TEMPERATURE DRY	TEMPERATURE WET	SEA TEMP.	LOOK OUT	NAME	RATING	CHANGE OF TIME	ZONE	+5	DAY							
0200							G	WNN	1	30.00	74	71		0000	JOHNSON	A.B.	0000-0000	0000	0000	0000	ARRIVED AT BEFORE OFF R. HAIN IN BREWSTER'S TUG. LAR. ROJO L.						
0400							G	NNW	2	29.95	73	71		0400	SEABE	A.B.	0400-0400	0400	0400	0400	BORINGUEN EAST ON STAND G. ARTHUR MASTER & CAPT. MULLER ON BRIDGE. 0243-0320 (RENEWED)						
0600								ANW	2	30.01				0600	SEABE	A.B.	0600-0600	0600	0600	0600	CAPT. BOTTS TOWING HANSEN PROSINATE 3/4, SUPERVISED SAME. 0700-0700. VAN. 1001. AS						
0800								NW	2	30.04	77	74		0800	SEABE	A.B.	0800-0800	0800	0800	0800	PAR BELL ROCK (CAPT. MULLER AT CON.) ATTEMPTING TO FREE VESSEL. LONG. MODERATE SE 2-1						
1000								YU	2-1	30.05											SMALL BILGE SOUNDING. 0900-0900. 3/1.						
1200								YU	2-1	30.06	88	82									OFFICER ON WATCH						
1400							G	SE	4	29.98	89	81									0900-0900 Master & Capt. Hains on bridge. 1000-1000. 3/1. 1000-1000. 3/1. 1000-1000. 3/1.						
1600							G	SE	4	29.96	87	78									ball hook 0512 Replacing chain on tug Cabo Rojo Line. 0520 Line OK. 0532 Replacing chain on tug Boringuena Line. 0600 Boringuena under power. 0713 Tug Boringuena large. 0713 Tug Boringuena large. 0713 Tug Boringuena large.						
1800							G	SE	4	30.00					Anderson	US					to Hains for engine repairs. Partly cloudy - slight rain & low & e'ly winds at about 10 kts. 1800						
2000							G	SE	4	30.02					Ruffin	AG					OFFICER ON WATCH						
2200															BRUNN	OS					0800-1200						
2400	343	343	345				YU	SE	4-2	30.04	78	75			CONTELEZ	AB					CAPT. Mello Seaboard representative left 1000 0935 Capt. Mello & Fred Martin. 1000-1000. 3/1. 1000-1000. 3/1. 1000-1000. 3/1.						
OBSERVED LATITUDE																LENGTH OF DAY				REVOLUTIONS PER MINUTE							
OBSERVED LONGITUDE																EXPLANATION				NOZZLES							
COURSE																TOTAL				FUEL CONSUMED							
DISTANCE																DETENTION				FUEL ON HAND							
AVERAGE SPEED																STEAMING				FRESH WATER CONSUMED							
MILES FROM																TIME AT SEA				FRESH WATER ON HAND							
MILES TO																HOURS				WATER DISTILLED							
8 P.M. MILES TO																				SLIP							
BALLAST TANKS																CARGO DATA											
NO.																CONTAINERS											
FULL																EMPTY											
1																											
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
TOTAL UNITS																TOTAL LONG TONS											
DRAFT																VERTICAL MOMENTS											
A.M.																P.M.											
FORWARD																GROSS TONS											
AFT																G.M.											
MEAN																SEA WATCHES SET											
																SEA WATCHES BROKEN											
RUNNING LIGHTS																OTHER LIGHTS											
BURNING																NAME											
MIDNIGHT TO																BURNING											
REMARKS																CREW ENGAGED IN FOLLOWING WORK.											
0300 Finish pumping out *60/T. Commence pumping *30/B. 0310. CP. 3/1.																											
1510 Commence ballasting After Parks. CP. 3/1. 1521 Finish pumping out *30/B. CP. 3/1.																											
SIGNED																APPROVED											
CHIEF OFFICER																MASTER											



# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

SHEET NO. ....

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE SS BEAUKRAE V-212 WHEREOF H. BOHLE IS MASTER.  
SAILING FROM SAN JUAN, PUERTO RICO DATE 5/27 AND BOUND TO RIO HAINA, D. R.  
THE SAID VESSEL IS OWNED BY LITTON INDUSTRIES WAS BUILT AT ..... IS OF 5,985 NET TONS  
AS PER REGISTER ISSUED AT WILMINGTON, DELAWARE ON THE ..... 19 ..... AND IS CONSIGNED TO SIA-LAND SERVICE, LTD.

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
1	US Govt Despatch Agency, NYC	American Ambassador Santo Domingo, Dom. Rep.	Trl. 37896	1	1 New Ford Falcon - Color	2,501	LX BI, V-306, W/B 01-115364	115364	Rio Haina, D. R.
2	Hazel Bishop Inc. 2345 Vauxhall Road, Union, New Jersey	Laboratorio Farmaceuticos P-Maroni C por A, Santo Domingo, DR	Trl. 37896	2	11.5 lbs 651 Gemetron 12, 200 Vinyl Chloride	5,900	LX Bienville, V-306, W/B 01-117505		"
3	US Govt Despatch Agency, NYC	American Ambassador Santo Domingo, D. R.	Trl. 37896	1	1 KI PI Equipment	160	LX Bienville, V-306, W/B 01-117804		"
4	"	"	Trl. 37896	25	100 - Dry Chlorine (Calcium Hypochlorite)	1,000	LX Bienville, V-306, W/B 01-117806		"
5	Perez Trading Co. Inc., 50 Broadway New York NY 10004	Banco Popular Dominicano - Ntly: - Carto- neta Alfredo Hued C por A, Apartado 491 Santo Domingo, D. R.	Trl. 36882 Trl. 33077	14 13 27	14 Sides 13 Sides 27 Sides Boxboard not corr	56,900	LX Bienville, V-306, W/B 01-116043		"
6	Collado Ozamis Co. 401 Broadway New York, N Y 10013	The Chase Manhattan Bank - Ntly: - Sede- rias California C por A, Ave. Luarte Esq. Caracas, Santo Domingo, Dom. Rep.	Trls. Nos. 31627; 49299; & 39461	11 12 4 5 39 15 24 113	11 Ctns. Cotton Bedspreads #1/11 12 Ctns. Cotton Pc Gds #352/1010 4 Ctns Cotton Pc Gds #1551/54 5 Ctns Cotton Pc Gds #1514/18 39 Ctns Cotton Pc Gds #201/289 15 Ctns Cotton Pc Gds #921/54 921407 992167/72 24 Ctns Cotton Pc Gds #1815/24 1931/39 1944 1033/4 1021/2 113 Pcs 11L	1,614 6,693 1,605 2,396 15,233 5,247 10,899 43,747	LX Bienville, V-306, W/B 01-116007		"
7	Mr. Arthur Bauer c/o Heemsoth Kooner Corp.	Mr. Arthur Bauer c/o American Embassy US Aid, Santo Domingo, Dominican Republic	Trl. 31627	3	3 Cn Household and Personal Effects	3,975	LX Bienville, V-306, W/B 01-115536		"
8	US Govt Despatch Agency, New York, N Y	Receiving Officer, American Embassy Santo Domingo, D. R.	Trl. 31627	1	1 Cn Shirts	320	LX Bienville, V-306, W/B 01-116045		"
9	The Federal Glass Company, 79 Madison Ave., NYC	E. T. Meinsen - Ntly: - Manuel de Jesus Tava- res Suen. C por A, Apartado 10/10 Santiago, Dom. Rep.	Trl. 39461	256	256 Ctns. Common Glass Tableware	5,467	LX Bienville, V-306, W/B 01-116008		"
10	Perez Trading Co. Inc., 50 Broadway New York, NY 10004	Banco Popular Dominicano - Ntly: - Nacional de Fondos C A, Apartado 641, Santo Domingo, D. R.	Trl. 39461	3	3 Pallets Boxboard not corr	7,550	LX Bienville, V-306, W/B 01-116044		"
11	Hazel Bishop Inc. 2345 Vauxhall Road Union, New Jersey	Laboratorio Farmaceuticos P-Maroni C por A, Santo Domingo, DR	Trl. 39461	14	14 Ctns. Empty Plastic Con- tainers & Empty Metal Pans	770	LX Bienville, V-306, W/B 01-116009		"

# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

Form approved.  
Budget Bureau No. 44-8316.1.

SHEET NO. 2

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE SS BEAUREGARD, V-312 WHEREOF H. BOEHM IS MASTER.  
SAILING FROM SAN JUAN, PUERTO RICO DATE 5/4/50 AND BOUND TO RIO HAINA, D. R.  
THE SAID VESSEL IS OWNED BY LITTON INDUSTRIES WAS BUILT AT WILMINGTON, DELAWARE IS OF 5,925 NET TONS  
AS PER REGISTER ISSUED AT WILMINGTON, DELAWARE ON THE DAY OF 1950 AND IS CONSIGNED TO SEA-LAND SERVICE, INC.

T/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or Kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
12	Starlyte, Inc., 130 W. 10th Street, Huntington Station, N. Y.	The Chase Manhattan Bank - Ntly:- Michan M Harada, Casa Japo- nosa 37 Milla Ave., Santo Domingo, D. R.	Trl. 39641	128	Stng. Household Glass- ware	3,375	EX Bienville, V-306, W/B 01-116217		Rio Haina, .
13	North American Re- frigeration Corp. 57 Messerole Ave. Brooklyn, N. Y.	The Royal Bank of Canada - Ntly:- Refri- geración Rodriguez C por A, Anibal Espi- nosa 40, Santo Domi- go, Dom. Rep.	Trls. Nos. 37082; 37592; & 38613	3	Trailers Household Used Refrigerators	40,875	EX Bienville, V-306, W/B 01-116345		"
14	E. Holzer, Inc., 101 West 31st St., New York, NY 10001	Granja Mora C por A, Apartado No. 63, San- to Domingo, D. R.	Trls. Nos. 42184 & 42731	1 1 2	Ctn. Incubator K D Ctn. Incubator K D TTL	24,679 10,105 40,044	EX Bienville, V-306, W/B 01-117821		"
15	B. P. Goodrich Chemical Co., Cleveland, Ohio	First National City Bank - Ntly:- Indus- tria Petroquímica Do- minicana C por A, Apartado 1313, Santo Domingo, D. R.	Trl. 36101	800	Paper Bags Synthetic Resin (polyvinyl Chloride)	40,600	EX Beauregard, V-319, W/B 56-737171		"
16	Joseph L. Prosser Co., Inc., Balto., Md.	Fertilizantes Santo Domingo C por A, A- partado No. 1405, Santo Domingo, D. R.	Trl. 36101	1	Box Printing Plates & Printing Ink	165	EX Beauregard, V-319, W/B 56-737337		"
17	Central Soya Ex- port Corp., 95 Merrick Way, Coral Gables, Florida	Royal Bank of Canada Ntly:- Granja Mora C por A, Aptdo. 63, Santo Domingo, R. D.	Trls. Nos. 36349 40374 41413 42399	450 450 450 450 1790	Sacks Sacks Sacks Sacks Sacks Animal Feed	45,450 45,450 44,440 45,450 180,790	EX Warrior, V-388, W/B 71-765916		"
18	U. S. Govt. Des- patch Agency, New York, N. Y.	American Ambassador Attn: Receiving Of- ficer, US Aid Mission Santo Domingo, D. R.	Trl. 42282	35	Ctns. HH Washing Machines	5,250	EX Warrior, V-38, W/B 71-766074		"
19	Poultry Health Service, Western Hemisphere Corp. P. O. Box 2649, Jax. Fla.	Banco Popular Domini- cano - Ntly:- Granja Mora C por A, Aptdo. 63, Santo Domingo, DR	Trl. 42282	2	Bals. Insulat. Syn. Resins	250	EX Warrior, V-388, W/B 71-765915		"
20	Cole Steel Int'l., Inc., Leaden Hill Road, York, Pa.	The Bank of Nova Scotia - Ntly:- R. Inteva & Cia. C por A El Coma 59, Santo Domingo, D. R.	Trl. 42282	12 20	Ctns. Metal Office Furniture (Metal Files & Cabinets)	1,269	EX Azalea City, V-374, W/B 56-736318		"
21	"	The Royal Bank of Canada - Ntly:- Agen- cias Pereira C por A, Avenida Independencia 459, Santo Domingo, DR	Trl. 42282	12	Ctns. Metal File	1,680	EX Azalea City, V-374, W/B 56-735700		"

# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

Form approved.  
Budget Bureau No. 45-2224-1.

SHEET NO. 3

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE **SS BEAUREGARD, V-319** WHEREOF **H. BOHEM** IS MASTER.  
SAILING FROM **SAN JUAN, PUERTO RICO** DATE **5/4/67** AND BOUND TO **RIO HAINA, D. R.**  
THE SAID VESSEL IS OWNED BY **LITTON INDUSTRIES** WAS BUILT AT **5,225** NET TONS  
AS PER REGISTER ISSUED AT **WILMINGTON, DELAWARE** ON THE **19** AND IS CONSIGNED TO **SLA-LAND SERVICE, INC.**

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or Kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
22	Oak Crest Enterprises, Box 563, Jacksonville, Fla.	Wilson International C por A, P. O. Box 1503, Santo Domingo, D. R.	Trl. 42282	50	100% Poultry Concentrate	1,025	EX Warrior, V-36S, W/B 71-765000		Rio Haina, I
23	Puerto Rican Int'l. Paper Co. Ltd., P. O. Box "A", Hato Rey, Puerto Rico	Cartonera Hernandez C por A, Apartado 1162, Calle 28, Santo Domingo, Dom. Rep.	Trl. Nos. 40759, 41918, 37926, 37331, 42786	15 15 15 23 17 85	Rolls Rolls Paperboard	33,835 40,102 37,230 44,692 38,462 201,352	81-852744 thru 750 and 81-961761		
24	Caribe Crown Cap Corporation, GPO Box 3247, San Juan, P. R. 00936	Banco Popular Dominicano - Ntfy:- Industrias Nigua C por A, P. O. Box 372, Santo Domingo, R. D.	Trl. 37936	13	100 paquetes de planchas de metal para la fabricacion de tapas corona.	40,000	81-852744		
25	Almag Extrusion Corporation, P. O. Box 1808, Hato Rey, P. R. 00919	Solaire Aluminum Products Corp., Calle H Esq. Calle 9, Esplanche Alma Rosa, Santo Domingo, Rep. Dom.	Trl. 43837	251	Rolls of Aluminum Extrusions	12,920	81-852745		
26	Commonwealth Extrusion Corporation, Star Route 21, Bayamon, P. R. 00619	The Royal Bank of Canada - Ntfy:- Calle- res Alice C por A, Calle Peña Batlle 192-194 Santo Domingo, D. R.	Trl. 31993	934	Edls. Extruded Aluminum Shapes (Perfiles de Aluminio extruido)	38,059	w/B 81-852732		
27	"	The Royal Bank of Canada - Ntfy:- Industrial Constructora C por A, Calle Alejandro Ibarra Esq. 22, Santo Domingo, D. R.	Trl. 32008	1	Wm containing Extruded Aluminum Shapes (541 Edls. Perfiles de Aluminio Extruido)	39,131	w/B 81-852733		
28	Hato Sales Corporation, Box 923, Bayamon, P. R.	Alimentos Tropicales C por A, Bani, Dom. Rep.	Trl. 37071	219	Pandas latas vaciasectar	10,950	w/B 81-852734		
29	"	Peravia Industrial S. A., Bani, Rep. Dom.	Trl. 37071	21 1 22	Pandas latas vacias jugo tocate Paleta tapas para las mismas Pcs. TTL	1,050 250 1,300			
30	"	Alimentos Tropicales C por A, Bani, Dom. Rep.	Trl. 42193	25 2 1 27	Paletas latas vacias para gandul (211) Paletas tapas gandul (303) flataron embarques anterior) Paleta tapas gandul (211) Pcs. TTL	12,500 500 250 13,250	81-852735		
31	Productos Libby's Int'l., Inc., Box 3591, San Juan, P. R. 00904	The Royal Bank of Canada - Ntfy:- Asador Pimentel & Cia., C por A, Calle Prud'Homme	Trl. 21332	400	Ctns. 48/12 Libby Pearectar	19,200	81-852736		

(This form may be printed by private parties provided it conforms to official form in size, words and arrangement, and quality and color of paper. For sale by Collectors of Customs.)

U. S. CUSTOMS INWARD FOREIGN MANIFEST  
(OATH TO BE TAKEN ON CUSTOMS FORM 3251)  
BUREAU OF CUSTOMS

Form approved  
Budget Bureau of the U. S. Customs Service

SHEET NO. 4

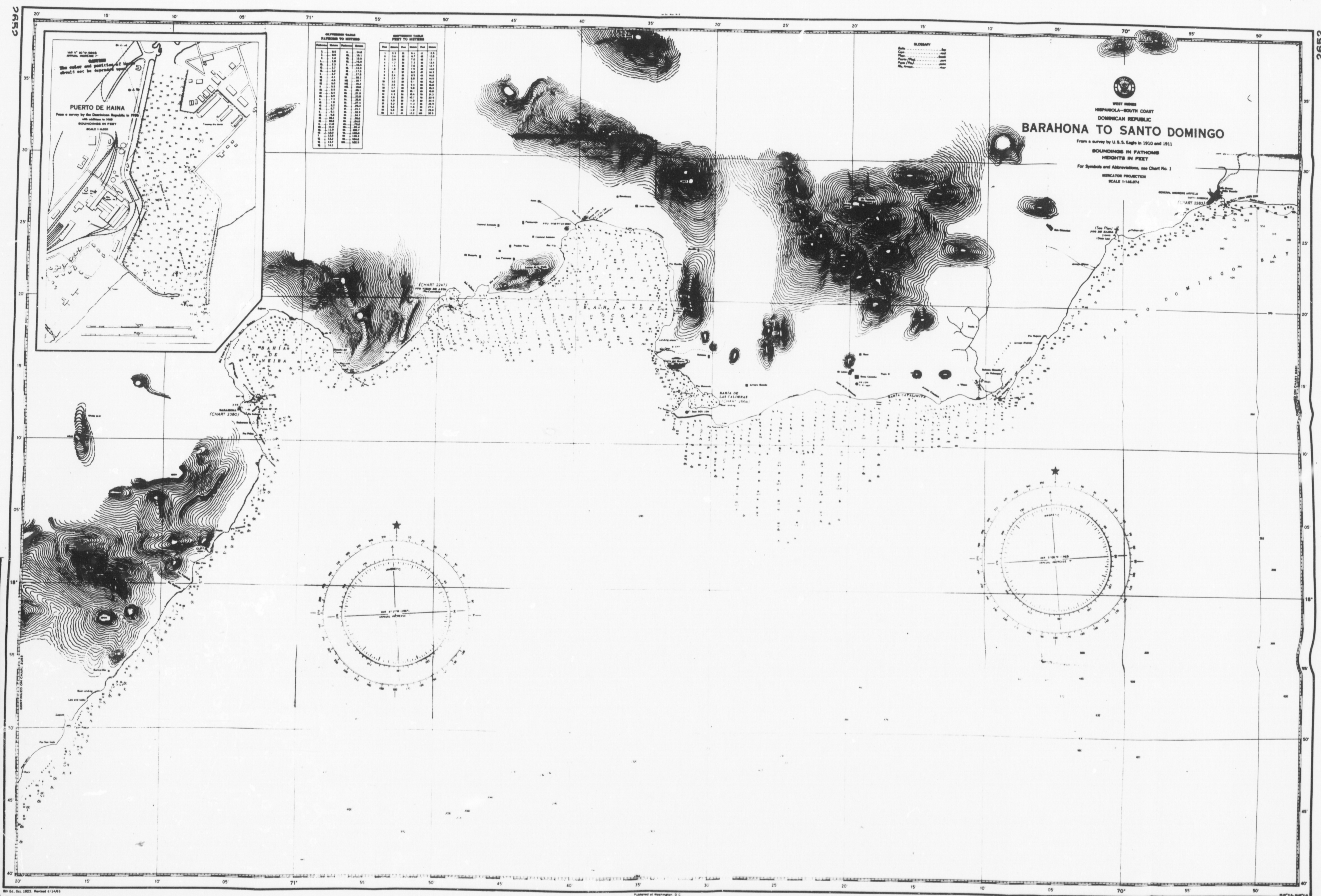
Report and Manifest

OF THE CARGO LADEN ON BOARD THE SS BEAUFORT, V-319 WHEREOF H. BOLHEIM IS MASTER.  
SAILING FROM SAN JUAN, PUERTO RICO DATE 5/4/66 AND BOUND TO SAO PAULO, D. R.  
THE SAID VESSEL IS OWNED BY LITTON INDUSTRIES WAS BUILT AT WILMINGTON, DELAWARE IS OF 5,025 NET TONS  
AS PER REGISTER ISSUED AT WILMINGTON, DELAWARE ON THE 19 AND IS CONSIGNED TO SEA-LAND SERVICE, INC.

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
32	Productos Libby's Int'l., Inc., Box 3591, San Juan, Puerto Rico 00904	The Bank of Nova Scotia - Ntly:- Fernán Fernández & Cia., Sues. C por A, Santo Domingo, D. R.	Trl. 21332	300	Trs. 48/12 Libby Pear Sectar	14,400	781-852737		Rio Haina, I
33	Fleischmann Puerto Rico, Inc., Urb. Ind. Dr. Mario Julid, Caparra, PR	Asociación Comercial C por A, Ave. Abraham Lincoln #162, Santo Domingo, R. D.	Trl. 21332	50 42 92	Trns. Baking Powder Trns. Dry Yeast Trns. TTL	2,400 2,420 4,820	781-852738		"
34	José Miguel Duran Santurce, P. R.	Aristides E. Bueno Ave. San Martín #102 Santo Domingo, D. R.	Trl. 21332	2 59 12 1 74	Trates containing Bath Tub 32x17x3 (2 bath Tub) Trns. containing Ceramic Tiles Trns. containing: 2 Bathroom sets (w/o bath) 1 Sink 1 Water Heater 2 Medicine Chest Trn. containing accesso- ries for the above bathroom sets Pcs. TTL	654 1,770 500 70 2,994	81-852739		"
35	Isolina Chavez, Bartolomé Las Casas 363, Santurce, PR	The Royal Bank of Canada - Ntly:- José Romero C por A, Ica- bel La Católica #61, Santo Domingo, D. R.	Trl. 37439	1	1/2 Ton. Quagga Chevrolet Pick up (Usada) 1966	3,000	781-852740		"
36	Productos Libby's Int'l., Inc., P. O. Box 3591, San Juan, P. R. 00904	Banco Popular Domini- cano - Ntly:- Carlos Rodríguez Pagán & Co. C por A, San Pedro de Macoris, D. R.	Trl. 21362	200 200 100	24/14 Libby's Tomato Catchup 43/211 Libby's Pear Sectar 48/12 Libby's Tomato Juice	21,000	81-852741		"
37	"	The Chase Manhattan Bank, N. A., Ntly:- Gutiérrez Hernández C por A, Calle Anto- nio Caba No. 20, Santo Domingo, D. R.	Trl. 21362	250	Trns. 24/14 Libby Tomato Catchup	9,250	781-852742		"
38	Coastal Footwear Corporation, Box 120, Caguas, Puerto Rico 00629	Vulcanizado Domini- cano, Carino a Mendoza Santo Domingo, R. D.	Trl. 21362	17 21 3	Cajas Trasmilla Co Algo- dón Bultos Contrafuerte de lana Pcs. TTL	1,621 3,420 5,041	81-852743		"
39	Milady Cabrera c/o North American Re- frigeration Co.	Milady Cabrera, c/o Refrigeración Riera Rodríguez Arriba Espinosa #10 Santo Domingo, D. R.	Trl. 37082	1	Lot Personal Effects (Una accompanied baggage) (15 lbs. TTL)	800	H. BOLHEIM, Master By: <u>Agent</u> SEA-LAND SERVICE, INC. P. O. BOX 119422 SAO PAULO, D. R.	EX Bionville, V-306W, W/B 01-119422	"

(This form may be printed by private parties provided it conforms to official form in size, wording, and arrangement, and quality and color of paper. For sale by Collectors of Customs.)

16-00000-4 U. S. GOVERNMENT PRINTING OFFICE

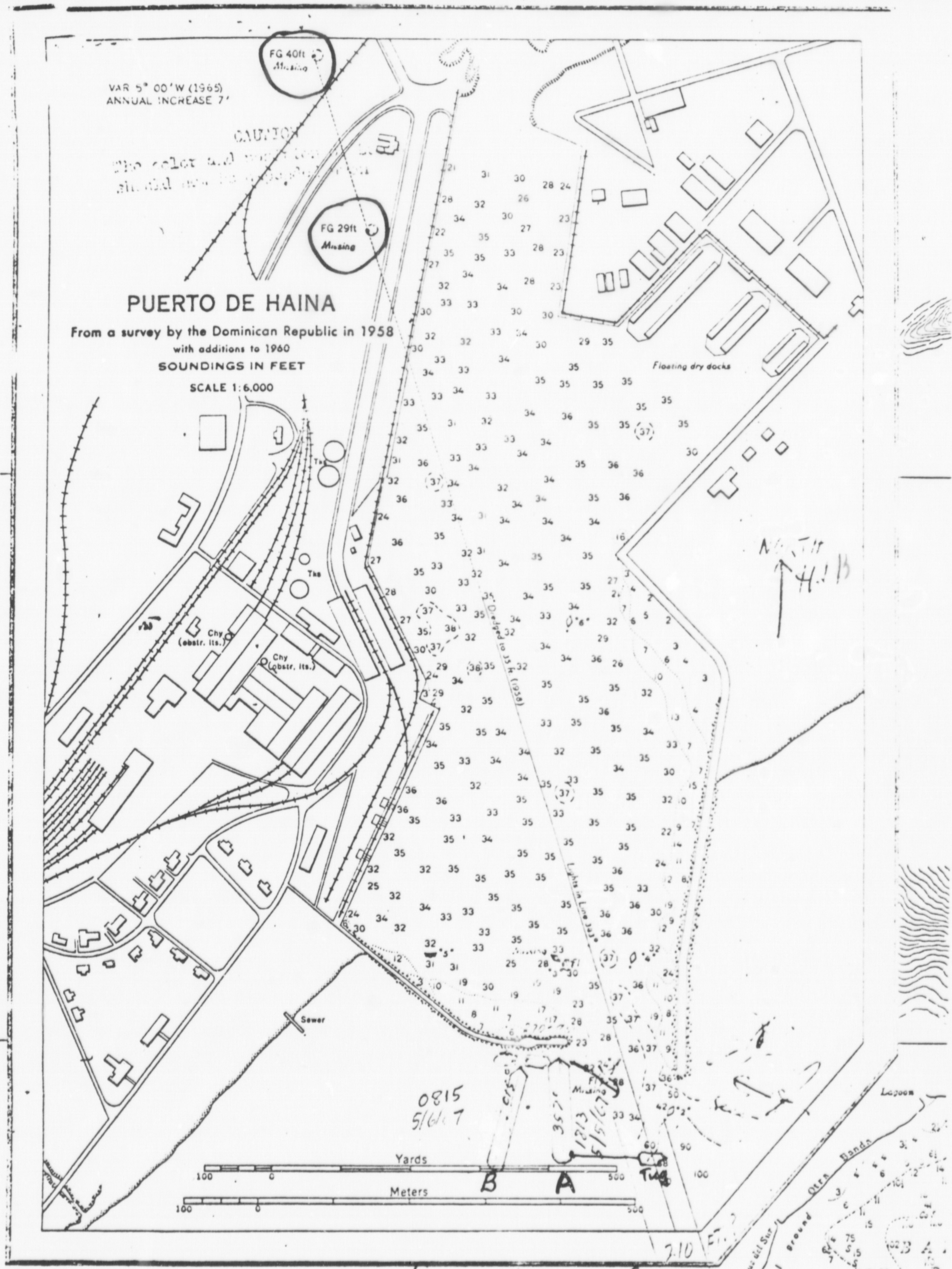


**CONVERSION TABLE**  
FATHOMS TO METERS

Fathoms	Meters
1	1.8
2	3.7
3	5.5
4	7.3
5	9.1
6	10.9
7	12.8
8	14.6
9	16.5
10	18.3
11	20.1
12	21.9
13	23.8
14	25.6
15	27.4
16	29.3
17	31.1
18	32.9
19	34.7
20	36.6
21	38.4
22	40.2
23	42.1
24	43.9
25	45.7
26	47.5
27	49.4
28	51.2
29	53.0
30	54.9
31	56.7
32	58.5
33	60.3
34	62.1
35	64.0
36	65.8
37	67.6
38	69.4
39	71.3
40	73.1
41	74.9
42	76.7
43	78.5
44	80.3
45	82.1
46	83.9
47	85.7
48	87.5
49	89.3
50	91.1
51	92.9
52	94.7
53	96.5
54	98.3
55	100.1
56	101.9
57	103.7
58	105.5
59	107.3
60	109.1
61	110.9
62	112.7
63	114.5
64	116.3
65	118.1
66	119.9
67	121.7
68	123.5
69	125.3
70	127.1
71	128.9
72	130.7
73	132.5
74	134.3
75	136.1
76	137.9
77	139.7
78	141.5
79	143.3
80	145.1
81	146.9
82	148.7
83	150.5
84	152.3
85	154.1
86	155.9
87	157.7
88	159.5
89	161.3
90	163.1
91	164.9
92	166.7
93	168.5
94	170.3
95	172.1
96	173.9
97	175.7
98	177.5
99	179.3
100	181.1

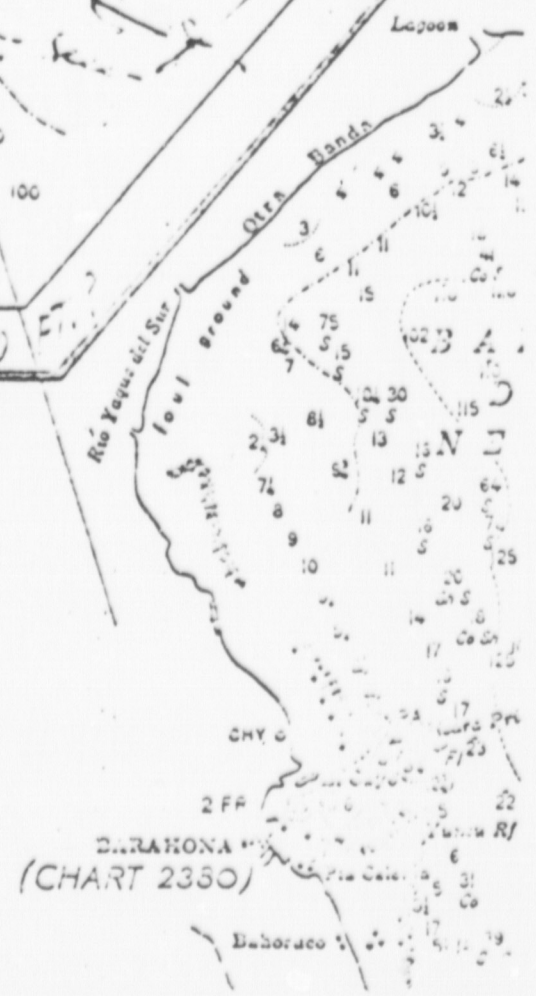
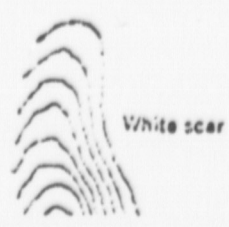
**CONVERSION TABLE**  
FEET TO METERS

Feet	Meters
1	0.3
2	0.6
3	0.9
4	1.2
5	1.5
6	1.8
7	2.1
8	2.4
9	2.7
10	3.0
11	3.3
12	3.7
13	3.9
14	4.1
15	4.3
16	4.6
17	4.9
18	5.2
19	5.5
20	5.8
21	6.1
22	6.4
23	6.7
24	6.9
25	7.1
26	7.3
27	7.6
28	7.9
29	8.2
30	8.5
31	8.8
32	9.1
33	9.4
34	9.7
35	10.0
36	10.3
37	10.6
38	10.9
39	11.2
40	11.5
41	11.8
42	12.1
43	12.4
44	12.7
45	13.0
46	13.3
47	13.6
48	13.9
49	14.2
50	14.5
51	14.8
52	15.1
53	15.4
54	15.7
55	16.0
56	16.3
57	16.6
58	16.9
59	17.2
60	17.5
61	17.8
62	18.1
63	18.4
64	18.7
65	19.0
66	19.3
67	19.6
68	19.9
69	20.2
70	20.5
71	20.8
72	21.1
73	21.4
74	21.7
75	22.0
76	22.3
77	22.6
78	22.9
79	23.2
80	23.5
81	23.8
82	24.1
83	24.4
84	24.7
85	25.0
86	25.3
87	25.6
88	25.9
89	26.2
90	26.5
91	26.8
92	27.1
93	27.4
94	27.7
95	28.0
96	28.3
97	28.6
98	28.9
99	29.2
100	29.5



HO 2652

Isb 41 Boalm for  
3/6/54  
17



[illegible]

VESSEL <u>B. S. REAR</u>										VOYAGE <u>319</u>										AT <u>Off R. Haina W. Breakwater</u>										OR <u>ENROUTE FROM</u>										TO <u>DATE May 6 1967</u>									
COURSE					ERROR					LOG (R.P.M.)					WIND					BAROMETER					TEMPERATURE					SEA					LOOK OUT														
TIME		GYRO.		STAND.		W.H.		GYRO.		STAND.		LOG (R.P.M.)		DIRECTION		FORCE		BAROMETER		DRY		WET		SEA TEMP.		TIME		NAME		RATINGS																			
0200															G	NNW	2	30.06	73	70					0200	Johnson																							
0400															G	NNW	3	30.06	73	70					0400	Johnson																							
0600															N	2-3	30.01	74	71					0600	Johnson																								
0800															NEXE	2-3	30.08	81	73					0800	Johnson																								
1000															NEXE	3	30.08							1000	Johnson																								
1200															NEXE	2	30.08	80	76					1200	Johnson																								
1400															G	ESE	4	30.04	86	84					1400	Johnson																							
1600															G	WNW	3	30.01	75	73					1600	Johnson																							
1800															WNW	2	30.03	76	72					1800	Johnson																								
2000															N-NW	2	30.07	73	71					2000	Johnson																								
2200															Good	NNE	2	30.08	70	69					2200	Johnson																							
2400															Good	NNE	2	30.08	70	69					2400	Johnson																							
OBSERVED LATITUDE										LENGTH OF DAY										REVOLUTIONS PER MINUTE																													
OBSERVED LONGITUDE										EXPLANATION										NOZZLES																													
COURSE										TOTAL										FUEL CONSUMED																													
DISTANCE										DETENTION										FUEL ON HAND																													
AVERAGE SPEED										STEAMING										FRESH WATER CONSUMED																													
MILES FROM										TIME AT SEA										FRESH WATER ON HAND																													
MILES TO										DAYS										WATER DISTILLED																													
8 P.M. MILES TO																				SLIP																													
BALLAST TANKS										CARGO DATA																																							
NO. D.B. D.T. W.T. F.P. A.P.										CONTAINERS										VEHICLES																													
FULL EMP. FULL EMP. FULL EMP. FULL EMP. FULL EMP.										REEFER										NUMBER																													
1 2 3 4 5 6 7 8 9 10										1 2 3 4 5 6 7 8 9 10										1 2 3 4 5 6 7 8 9 10																													
TOTAL UNITS										TOTAL LONG TONS										GROSS TOTAL LONG TONS																													
DRAFT										VERTICAL MOMENTS																																							
A.M. P.M.										LONG. MOMENTS																																							
FORWARD FT. IN. FORWARD FT. IN.										GROSS TONS																																							
AFT FT. IN. AFT FT. IN.										G.M.																																							
MEAN FT. IN. MEAN FT. IN.										SEA WATCHES SET										TIME																													
RUNNING LIGHTS										OTHER LIGHTS																																							
BURNING										NAME																																							
MIDNIGHT TO										PM TO MIDNIGHT																																							
BURNING																																																	
REMARKS																																																	
1700 Notice Postal of Conway. No Shore Leave. Pratique not granted. 1800																																																	
2200 Finish collecting #1 tank. 2400																																																	
CREW ENGAGED IN FOLLOWING WORK:																																																	
1200 Initial general alarm, gyro alarm + running lights + equipment found in																																																	
apparent good working order. CP 30.																																																	

VESSEL		VOYAGE		AT		OR		ENROUTE FROM		TO		DATE		1967													
BEAUBEAR		319		OFF RIA HAINA W. BREAKWATER								MAY 7															
COURSE		ERROR		LOG		VISI-		WIND		BAR-		TEMPERATURE		SEA													
GYRO.		STAND.		W.H.		GYRO.		STAND.		R.P.M.		BILITY		DIRECTION		FORCE		OMETER		DRY		WET		TEMP.		LOOK OUT	
TIME																											
0200																											
0400																											
0600																											
0800																											
1000																											
1200																											
1400																											
1600																											
1800																											
2000																											
2200																											
2400																											
OBSERVED LATITUDE		O		LENGTH OF DAY		REVOLUTIONS		PER MINUTE																			
OBSERVED LONGITUDE		O		EXPLANATION		HOURS		MINUTES		NOZZLES																	
COURSE		TOTAL								FUEL CONSUMED		BARRELS															
DISTANCE		MILES		DETENTION								FUEL ON HAND		BARRELS													
AVERAGE SPEED		KNOTS		STEAMING								FRESH WATER CONSUMED		TONS													
MILES FROM				TIME AT SEA								FRESH WATER ON HAND		TONS													
MILES TO				DAYS		HOURS		MINUTES				WATER DISTILLED		TONS													
S.P.M.		MILES TO										SLIP															
NO.		D.B.		D.T.		W.T.		F.P.		A.P.		CONTAINERS		VEHICLES		BREAK BULK											
1		FULL		EMP.		FULL		EMP.		FULL		EMP.		FULL		EMP.		FULL		EMP.		FULL		EMP.		FULL	
2																											
3																											
4																											
5																											
6																											
7																											
8																											
9																											
10																											
TOTAL UNITS		→																									
TOTAL LONG TONS		→				</																					

VESSEL		VOYAGE		AT		OR		ENROUTE FROM		TO		DATE	
DORIS		319		OFF R. HAINES W. BRADWATER								MAY 8, 1967	
TIME	COURSE	ERROR	LOG	VISIBILITY	WIND	BAROMETER	TEMPERATURE	SEA	LOOK OUT	CHANGE OF TIME	ZONE	DAY	
GYRO	STAND	GYRO	STAND		DIRECTION	FORCE	DRY	WET	TIME	NAME			
0200				G	WNN	1	30.60	74	71	0000	JOHNSON	A.B.	
0400				G	NNW	2	29.98	73	71	0100	TELSORE	A.B.	
0600					NW	2	30.01			0200	MIRANDA	A.B.	
0800					NW	2	30.04	77	74	0300	Curley	A.B.	
1000					YNU	2-1	30.05			0400	Anderson	A.B.	
1200					YNU	2-1	30.06	88	82	0500	Curley	A.B.	
1400				G	SE	4	29.98	89	81	0600	Curley	A.B.	
1600				G	SE	4	29.96	87	78	0700	Curley	A.B.	
1800				G	SE	4	30.00			0800	Curley	A.B.	
2000	Partly cloudy, slight SE 1/2 sec. N. at 2000			C	SE	4	30.02			0900	Curley	A.B.	
2200										1000	Curley	A.B.	
2400	343 343 345			YNU	SE	4-2	30.04	78	75	1100	Curley	A.B.	
OBSERVED LATITUDE		LENGTH OF DAY		REVOLUTIONS		PER MINUTE							
OBSERVED LONGITUDE		EXPLANATION		HOURS		MINUTES		NOZZLES					
COURSE		TOTAL						FUEL CONSUMED		BARRELS			
DISTANCE		MILES		DETENTION				FUEL ON HAND		BARRELS			
AVERAGE SPEED		KNOTS		STEAMING				FRESH WATER CONSUMED		TONS			
MILES FROM		TIME AT SEA						FRESH WATER ON HAND		TONS			
MILES TO		DAYS		HOURS		MINUTES		WATER DISTILLED		TONS			
8 P.M. MILES TO								SLIP					
NO.		BALLAST TANKS		CARGO DATA									
		D.B. D.T. W.T. F.P. A.P.		CONTAINERS		VEHICLES		BREAK BULK					
		FULL EMP. FULL EMP. FULL EMP. FULL EMP. FULL EMP.		DRY REEFER EMPTY		NUMBER		LONG TON					
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
TOTAL UNITS		TOTAL LONG TONS											
DRAFT		VERTICAL MOMENTS											
A.M. P.M.		LONG. MOMENTS											
FORWARD FT. IN. FORWARD FT. IN.		GROSS TONS											
AFT FT. IN. AFT FT. IN.		G.M.											
MEAN FT. IN. MEAN FT. IN.		SEA WATCHES SET		TIME									
		SEA WATCHES BROKEN		TIME									
RUNNING LIGHTS		OTHER LIGHTS											
BURNING		NAME											
MIDNIGHT TO		PM TO MIDNIGHT											
BURNING		BURNING											
REMARKS													
0300 Final pumping out *60/T. Commence pumping *30/T. CP. 3/10.													
1510 Commence ballasting After Pads, CP. 3/10. 1521 Final pumping out *30/T. CP. 3/10.													
SIGNED		APPROVED											
J. J. J.		H. J. Boelmer											
CHIEF OFFICER		MASTER											

UNION MANIFIEST  
MANIFIESTO DE CARGA

SHIP NAME		PORT OF ORIGIN	MASTERS	CREW	SAILED FROM	TO	VOYAGE NO.	NET GROSS TONS	DATE SAILED	
SHIP NO.		PUERTO DE MATRICULA	CAP. TAN	TRIPULANTES	CARGO DE	CON DESTINO A	VIAGE NO.	TONELAJE NETO REGISTRO	FECHA DE SAL	
MS BEAUREGARD		WILMINGTON, DEL.	H. BOEHM	41	SAN JUAN, PR	ELIZABETH, NJ	319	5,925	5/5/67	
SHIP NO.	SHIPPER	CONSIGNEE	MARKS AND NUMBERS	NO. OF PKGS.	CONTENTS	WEIGHT	MEASUREMENT	DATE	REMARKS	TOTAL PREPARED
SHIP NO.	LIBERTY SHIP	CONSIGNEE	MARKS Y NUMEROS	NO. DE PKGS.	CONTENIDO	LIBR.	MTOS	FECHA	NOTAS	TOTAL PAGADO

COASTWISE MANIFEST AS PER ATTACHED 289  
COPIES OF WAYBILLS

81-852824 to 81-852825 = 2 waybills  
81-852827 to 81-852844 = 18 "  
81-852875 to 81-852898 = 24 "  
81-852904 to 81-852923 = 20 "  
81-850742 to 81-850361 = 120 "  
82-881309 to -- = 1 "  
82-881326 to -- = 1 "  
82-881330 to -- = 1 "  
82-881332 to -- = 1 "  
82-881352 to 82-881360 = 9 "  
82-881367 to 82-881419 = 53 "  
83-885172 to 83-885200 = 29 "  
83-885203 to 83-885204 = 2 "  
83-885215 to 83-885222 = 8 "

WE CERTIFY THAT THE ATTACHED 289  
WAYBILLS COVER ALL THE DOMESTIC  
CARGO LADEN ON BOARD THE SS BEAU-  
REGARD, VOY. 319.

SEA-LAND SERVICE, INC.  
P. O. Box 2648 GPO  
San Juan, P. R. 00936

Agent

Office of the Collector of  
Customs: MAY 11 1967  
Port of San Juan, P. R.  
I certify this to be a  
true copy of the original  
on file in this office.  
Customs Marine Officer

# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

Form approved.  
Budget Bureau No. 14-R130-1

2

SHEET NO. ....

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE SS BEAUREGARD, V-217 WHEREOF H. BOMER IS MASTER.  
SAILING FROM SAN JUAN, PUERTO RICO DATE 5-17 AND BOUND TO RIO HAINA, D. R.  
THE SAID VESSEL IS OWNED BY LITTON INDUSTRIES WAS BUILT AT ..... IS OF 5,905 NET TONS  
AS PER REGISTER ISSUED AT WILMINGTON, DELAWARE ON THE ..... 19 ..... AND IS CONSIGNED TO SLA-LAND SERVICE, INC.

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
1	US Govt Despatch Agency, NYC	American Ambassador Santo Domingo, Dom. Rep.	Trl. 37896	1	1 New Ford Falcon - 1954 - Color	2,501	LX BI, V-306, W/B 01-116364	116364	Rio Haina, D.
2	Hazel Bishop Inc. 2345 Vauxhall Road, Union, New Jersey	Laboratorio Farmaceuticos P-Maroni C por A, Santo Domingo, DR	Trl. 37896	2	2 11 1/2 lbs 555 Genetron - 2, 200 Vinyl Chloride	5,900	EX Bienville, V-306, W/B 01-117005		"
3	US Govt Despatch Agency, NYC	American Ambassador Santo Domingo, D. R.	Trl. 37896	1	1 20 HI VI Equipment	160	EX Bienville, V-306, W/B 01-117004		"
4	"	"	Trl. 37896	25	25 Pails - Dry Chlorine (Calcium Hypochlorite)	1,000	LX Bienville, V-306, W/B 01-117806		"
5	Pérez Trading Co. Inc., 50 Broadway New York NY 10004	Banco Popular Dominicano - Ntly: - Cartomera Alfredo Hued C por A, Apartado 491 Santo Domingo, D. R.	Trl. 36882 Trl. 33077	14 13 27	14 Sides 13 Sides 27 Sides	56,900	EX Bienville, V-306, W/B 01-116043		"
6	Collado Ozamis Co. 401 Broadway New York, N Y 10013	The Chase Manhattan Bank - Ntly: - Sedecias California C por A, Ave. Duarte Esq. Caracas, Santo Domingo, Dom. Rep.	Trls. Nos. 31627, 49099, & 39461	11 12 4 5 39 15 24 113	11 Tns. Cotton Bedspreads #1/11 12 Tns. Cotton Pc Gds #752/1010 4 Tns Cotton Pc Gds #1551/54 5 Tns Cotton Pc Gds #1514/18 39 Tns Cotton Pc Gds #201/239 15 Tns Cotton Pc Gds #99159/54 991407 992167/72 24 Tns Cotton Pc Gds #1815/24 113 Pcs TTL	1,614 6,693 1,605 2,396 15,233 5,247 10,899 43,747	EX Bienville, V-306, W/B 01-116007		"
7	Mr. Arthur Bauer c/o Heensoth Kooner Corp.	Mr. Arthur Bauer c/o American Embassy US Aid, Santo Domingo, Dominican Republic	Trl. 31627	3	3 Cn Household and Personal Effects	3,975	EX Bienville, V-306, W/B 01-115536		"
8	US Govt Despatch Agency, New York, N Y	Receiving Officer, American Embassy Santo Domingo, D. R.	Trl. 31627	1	1 Cn Shirts	320	EX Bienville, V-306, W/B 01-116045		"
9	The Federal Glass Company, 79 Madison Ave., NYC	E. T. Meinsen - Ntly: - Manuel de Jesús Tavares Suen. C por A, Matias Gomez 10/10 Santiago, Dom. Rep.	Trl. 39461	256	256 Ctns. Common Glass Tableware	5,467	EX Bienville, V-306, W/B 01-116008		"
10	Pérez Trading Co. Inc., 50 Broadway New York, NY 10004	Banco Popular Dominicano - Ntly: - Empresa Nacional de Ponerros C A, Departamento Cartomera, Apdo. 641, Santo Domingo, D. R.	Trl. 39461	3	3 Pallets Boxboard not corr	7,550	EX Bienville, V-306, W/B 01-116044		"
11	Hazel Bishop Inc. 2345 Vauxhall Road Union, New Jersey	Laboratorio Farmaceuticos P-Maroni C por A, Santo Domingo, DR	Trl. 39461	14	14 Ctns. Empty Plastic Containers & Empty Metal Pans	770	EX Bienville, V-306, W/B 01-116009		"

# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

Form approved.  
Budget Bureau No. 44-8235-1.

SHEET NO. 2

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE **SS BEAUREGARD**, V-312 WHEREOF **H. BOEHM** IS MASTER.  
SAILING FROM **SAN JUAN, PUERTO RICO** DATE **5/4/50** AND BOUND TO **RIO HAINA, D. R.**  
THE SAID VESSEL IS OWNED BY **LITTON INDUSTRIES** WAS BUILT AT \_\_\_\_\_ IS OF **5,925** NET TONS  
AS PER REGISTER ISSUED AT **WILMINGTON, DELAWARE** ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 19\_\_\_\_ AND IS CONSIGNED TO **SEA-LAND SERVICE, INC.**

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
12	Starlyte, Inc., 130 W. 10th Street, Huntington Station, N. Y.	The Chase Manhattan Bank - Ntly:- Michan M. Maradi, Casa Japo- nessa 37 Milla Ave., Santo Domingo, D. R.	Trl. 39641	124	Stng. Household Glass- ware	3,375	EX Bienville, V-306, W/B 01-116217		Rio Haina, .
13	North American Re- frigeration Corp. 57 Messerole Ave. Brooklyn, N. Y.	The Royal Bank of Canada - Ntly:- Refri- geracion Rodriguez C por A, Anibal Espi- nosa 40, Santo Dom- ingo, Dom. Rep.	Trls. Nos. 37082; 37592; & 38613	3	Trailers Household Used Refrigerators	40,875	EX Bienville, V-306, W/B 01-116345		"
14	E. Holzer, Inc., 101 West 31st St., New York, NY 10001	Granja Mora C por A, Apartado No. 63, San- to Domingo, D. R.	Trls. Nos. 42184 & 42731	1 1 2	Ctn. Incubator K D Ctn. Incubator K D TTL	24,679 16,165 40,844	EX Bienville, V-306, W/B 01-117821		"
15	B. P. Goodrich Chemical Co., Cleveland, Ohio	First National City Bank - Ntly:- Indus- tria Petroquimica Do- minicana C por A, Apartado 1313, Santo Domingo, D. R.	Trl. 36101	800	Paper Bags Synthetic Resin (Polyvinyl Chloride)	40,600	EX Beauregard, V-319, W/B 56-737171		"
16	Joseph L. Prosser Co., Inc., Balto., Md.	Fertilizantes Santo Domingo C por A, A- partado No. 1405, Santo Domingo, D. R.	Trl. 36101	1	Box Printing Plates & Printing Ink	165	EX Beauregard, V-319, W/B 56-737337		"
17	Central Soya Ex- port Corp., 95 Merrick Way, Coral Gables, Florida	Royal Bank of Canada Ntly:- Granja Mora C por A, Aptdo. 63, Santo Domingo, R. D.	Trls. Nos. 36349 40374 41413 42399	450 450 450 450 1790	Sacks Sacks Sacks Sacks Sacks Animal Feed	45,450 45,450 44,440 45,450 180,790	EX Warrior, V-38S, W/B 71-765916		"
18	U. S. Govt. Des- patch Agency, New York, N. Y.	American Ambassador Attn: Receiving Of- ficer, US Aid Mission Santo Domingo, D. R.	Trl. 42282	35	Ctns. HH Wasing Machines	5,250	EX Warrior, V-38, W/B 71-766074		"
19	Poultry Health Service, Western Hemisphere Corp. P. O. Box 2449, Jan. Fla.	Banco Popular Domini- cano - Ntly:- Granja Mora C por A, Aptdo. 63, Santo Domingo, D. R.	Trl. 42282	2	Bls. Insulat. Syn. Resins	250	EX Warrior, V-38S, W/B 71-765915		"
20	Cole Steel Int'l., Inc., Leukha Hill Road, York, Pa.	The Bank of Nova Scotia - Ntly:- R. Interv. & Cia. C por A El Comas 59, Santo Domingo, D. R.	Trl. 42282	12 20	Ctns. Metal Office Furniture (Metal Files & Cabinets)	1,269	EX Azalea City, V-374, W/B 56-736318		"
21	"	The Royal Bank of Canada - Ntly:- Agen- cias Pereira C por A, Avenida Independencia #59, Santo Domingo, D. R.	Trl. 42282	12	Ctns. Metal File	1,680	EX Azalea City, V-374, W/B 56-735700		"

# U. S. CUSTOMS INWARD FOREIGN MANIFEST

(OATH TO BE TAKEN ON CUSTOMS FORM 3251)

BUREAU OF CUSTOMS

Form approved.  
Budget Bureau No. 45-1236-1.

SHEET NO. 3

## Report and Manifest

OF THE CARGO LADEN ON BOARD THE **SS BEAURNE**, V-319 WHEREOF **H. BOFFET** IS MASTER.  
SAILING FROM **SAN JUAN, PUERTO RICO** DATE **5/4/67** AND BOUND TO **RIO HAINA, D. R.**  
THE SAID VESSEL IS OWNED BY **LITTON INDUSTRIES** WAS BUILT AT **5,005** NET TONS  
AS PER REGISTER ISSUED AT **WILMINGTON, DELAWARE** ON THE **19** AND IS CONSIGNED TO **SLA-LAND SERVICE, INC.**

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
22	Oak Crest Enterprises, Box 563, Jacksonville, Fla.	Wilson International C por A, P. O. Box 1503, Santo Domingo, D. R.	Trl. 42282	50	100 Poultry Concentrate	1,025	EX Warrior, V-368, W/B 71-765000		Rio Haina, D. R.
23	Puerto Rican Int'l. Paper Co. Ltd., P. O. Box "A", Hato Rey, Puerto Rico	Cartonera Hernández C por A, Apartado 1162, Calle 23, Santo Domingo, Dom. Rep.	Trl. Nos. 40759, 41918, 37926, 37331, 42786	15 15 15 23 17 83	Rolls Rolls Paperboard	33,835 40,102 37,230 44,692 38,462 201,352	81-852746 thru 750 and 81-961761		
24	Caribe Crown Cap Corporation, GPO Box 3247, San Juan, P. R. 00936	Banco Popular Dominicano - Ntly:- Industrias Nigua C por A, P. O. Box 372, Santo Domingo, R. D.	Trl. 37936	13	100 paquetes de planchas de metal para la fabricación de tapas corona.	40,000	81-852744		
25	Almeg Extrusion Corporation, P. O. Box 1808, Hato Rey, P. R. 00919	Solaire Aluminum Products Corp., Calle H Esq. Calle 9, Esplanche Alma Rosa, Santo Domingo, Rep. Dom.	Trl. 43837	251	Rolls of Aluminum Extrusions	12,920	81-852745		
26	Commonwealth Extrusion Corporation, Star Route 21, Bayamon, P. R. 00619	The Royal Bank of Canada - Ntly:- Talleres Alce C por A, Calle Peña Batlle 192-194 Santo Domingo, D. R.	Trl. 31993	934	Bdls. Extruded Aluminum Shapes (Perfiles de Aluminio extruido)	38,059	W/B 81-852732		
27	"	The Royal Bank of Canada - Ntly:- Industrial Constructora C por A, Calle Alejandro Ibarra Esq. 22, Santo Domingo, D. R.	Trl. 32008	1	Wm containing Extruded Aluminum Shapes (541 Bdls. Perfiles de Aluminio extruido)	39,131	W/B 81-852733		
28	Hato Sales Corporation, Box 923, Bayamon, P. R.	Alimentos Tropicales C por A, Hato, Dom. Rep.	Trl. 37071	219	Fundus latas vaciasectar	10,950	W/B 81-852734		
29	"	Peravia Industrial S. A., Hato, Rep. Dom.	Trl. 37071	21 1 32	Fundus latas vacias jugo tomate Paleta tapas para las mismas Pcs. TTL	1,050 250 1,300			
30	"	Alimentos Tropicales C por A, Hato, Dom. Rep.	Trl. 42193	25 2 1 32	Paletas latas vacias para gandul (211) Paletas tapas gandul (303) flataron embarques anterior) Paleta tapas gandul (211) Pcs. TTL	12,500 500 250 13,250	81-852735		
31	Productos Libby's Int'l., Inc., Box 3591, San Juan, P. R. 00904	The Royal Bank of Canada - Ntly:- Amador Pimentel & Cia., C por A, Calle Prud'Homme 40.	Trl. 21332	400	Ctns. 48/12 Libby Pear Sectar	19,200	81-852736		

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16-50500-4 U. S. GOVERNMENT PRINTING OFFICE

U. S. CUSTOMS INWARD FOREIGN MANIFEST  
(OATH TO BE TAKEN ON CUSTOMS FORM 3251)  
BUREAU OF CUSTOMS

Form approved  
Budget Bureau No. 45-RC30.2

SHEET NO. 4

Report and Manifest

OF THE CARGO LADEN ON BOARD THE SS BEAUFORT, V-319 WHEREOF H. BOLHH IS MASTER.  
SAILING FROM SAN JUAN, PUERTO RICO DATE 5/4/71 AND BOUND TO RIU HAINA, D. R.  
THE SAID VESSEL IS OWNED BY LITTON INDUSTRIES WAS BUILT AT WILMINGTON, DELAWARE IS OF 5,025 NET TONS  
AS PER REGISTER ISSUED AT WILMINGTON, DELAWARE ON THE 19 AND IS CONSIGNED TO SEA-LAND SERVICE, INC.

B/L NO.	SHIPPERS	CONSIGNEES	MARKS AND NUMBERS	QUANTITY	DESCRIPTION	GROSS WEIGHT (Pounds or kilos)	INSPECTOR'S REPORT	PORT OF DISCHARGE IN U. S.	ULTIMATE DESTINATION
32	Productos Libby's Int'l., Inc., Box 3591, San Juan, Puerto Rico 00904	The Bank of Nova Scotia - Ntly:- Fernán Fernández & Cia., Sucs. C por A, Santo Domingo, D. R.	Trl. 21332	300	48/12 Libby Pear Sectar	14,500	781-852737		Rio Haina, R
33	Fleischmann Puerto Rico, Inc., Urb. Ind. Dr. Mario Julia, Caparra, PR	Asociación Comercial C por A, Ave. Abraham Lincoln #162, Santo Domingo, R. D.	Trl. 21332	50 42 92	Tns. Baking Powder Tns. Dry Yeast Tns. TTL	2,500 2,420 4,920	781-852738		"
34	José Miguel Duran Santurce, P. R.	Aristides E. Bueno Ave. San Martín #102 Santo Domingo, D. R.	Trl. 21332	2 59 12 1 74	crates containing Bath Tub 32x17x3 (2 bath Tub) Tns. containing Ceramic Tiles Tns. containing: 2 Bathroom sets (w/o bath) 1 Sink 1 Water Heater 2 Medicine Chest Tns. containing accesso- ries for the above bathroom sets Pcs. TTL	654 1,770 500 70 2,934	81-852739		"
35	Isolina Chavez, Bartolomé Las Casas 363, Santurce, PR	The Royal Bank of Canada - Ntly:- José Romero C por A, Ina- bel La Católica #61, Santo Domingo, D. R.	Trl. 37439	1	1/2 Ton. Guagua Chevrolet Pick up (Usada) 1966	3,000	781-852740		"
36	Productos Libby's Int'l., Inc., P. O. Box 3591, San Juan, P. R. 00904	Banco Popular Domini- cano - Ntly:- Carlos Rodríguez Pagán & Co. C por A, San Pedro de Macoris, D. R.	Trl. 21362	200 200 100	24/14 Libby's Tomato Sectar 13/211 Libby's Pear Sectar 13/12 Libby's Tomato Juice	21,000	81-852741		"
37	"	The Chase Manhattan Bank, N. A., Ntly:- Gutiérrez Hernández C por A, Calle Anto- nio Caba No. 29, Santo Domingo, D. R.	Trl. 21362	250	Tns. 24/14 Libby Tomato Sectar	9,250	781-852742		"
38	Coastal Footwear Corporation, Box 120, Caguas, Puerto Rico 00629	Vulcanizado Domini- cano, Carino a Mendoza Santo Domingo, R. D.	Trl. 21362	17 21 37	Cajas Trenzilla de Algo- dón Bultos Contrahuerte de Lana Pcs. TTL	1,621 3,820 5,441	81-852743		"
39	Milady Cabrera c/o North American Re- frigeration Co.	Milady Cabrera, c/o Refrigeración Riera Rodríguez Anibal Espinosa #10 Santo Domingo, D. R.	Trl. 37082	1	Lot Personal Effects (Unaccompanied baggage) (15 Pcs. TTL)	800	H. BOLHH, Master By: <u>Henry</u> Agent SEA-LAND SERVICE INC. P. O. BOX 1000 SAN JUAN, P. R. 00901	EX Bionville, V-3064, W/B 01-119422	"